

Executive Summary

How To Use This Executive Summary

In the FEIS and this Executive Summary:

- Text from the DEIS that remains substantially unchanged from the DEIS, including minor edits, such as corrections of typos and numerical errors and rewording to clarify meaning, is printed in black.
- New text is printed in burnt orange, which is the color of this text.
- Figures from the DEIS are reprinted. Where the content of a DEIS figure has changed, such as to show a change in design or impacts, the DEIS figure is immediately followed by a new figure with the same figure number, but with “FEIS” added.
- Where impact numbers or text in a table have changed because of a change in design or impacts, the numbers or text from the DEIS remain in the table and the new numbers or text are added in burnt orange immediately below the original numbers or text from the DEIS.
- The DEIS text on mitigation measures is retained, followed by the mitigation measure commitments that are incorporated into the action.

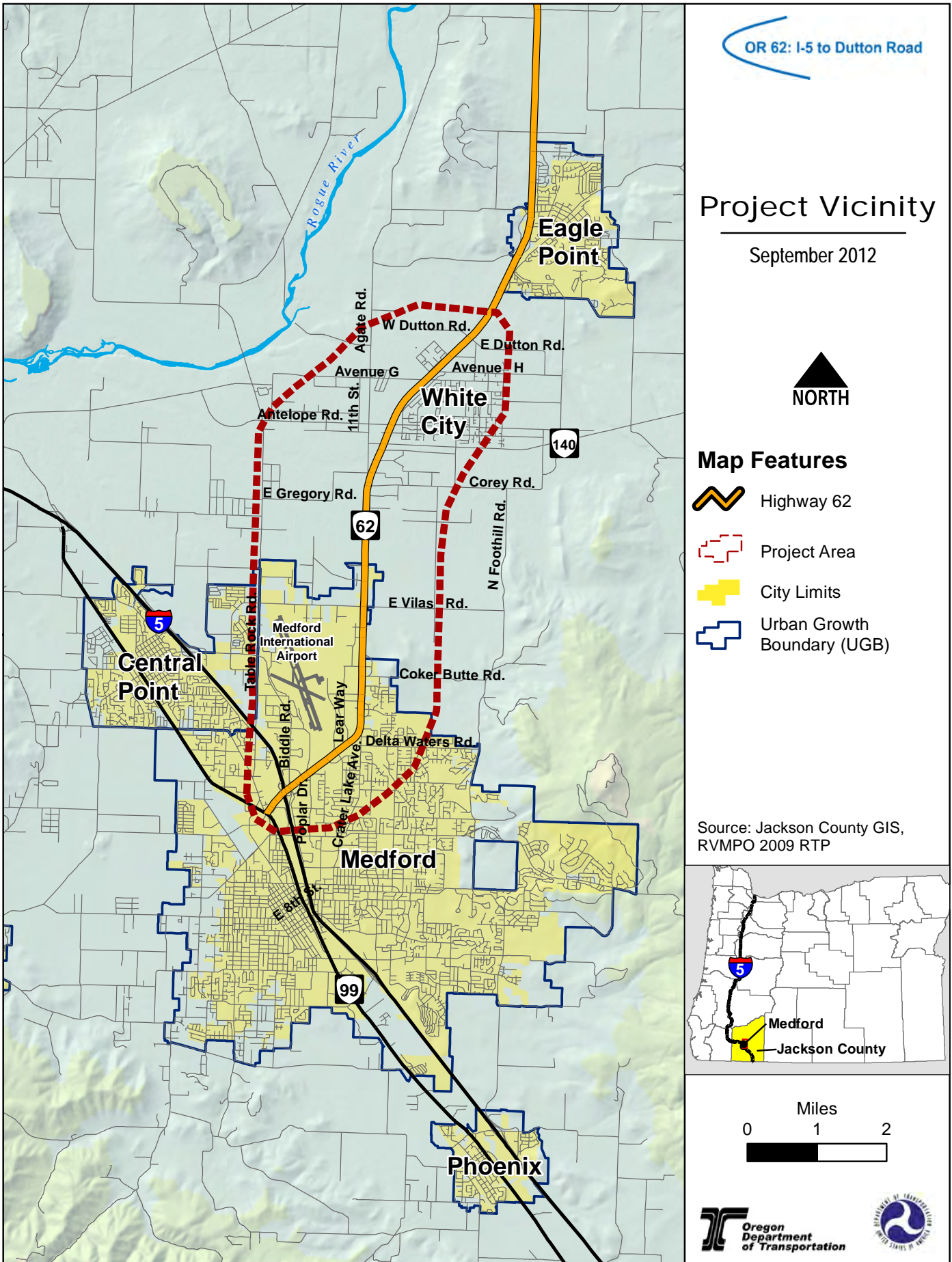
The FEIS contains new numbers and text because of changes from the DEIS in the roadway projects expected to be built under the No Build Alternative, in the design and impacts of the Preferred Alternative, and in information and circumstances. The design of the alternative and the design options that were not identified as the Preferred Alternative have not been changed and the FEIS does not contain changes to those impacts.

This Executive Summary provides an overview of the project and its potential impacts. The OR 62: I-5 to Dutton Road Project Environmental Impact Statement (EIS) provides the information in greater detail.

Introduction

The Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) propose building the Oregon Highway 62 (OR 62): I-5 to Dutton Road Project, a 7.5-mile, four-lane, access-controlled expressway to serve as a bypass of existing OR 62 from Medford to north of White City in Jackson County, Oregon. The project includes the bypass, four interchanges, and changes to local streets and roads to accommodate the bypass. The project would reduce congestion and improve safety on existing OR 62 in Medford and north through White City by redirecting traffic to the bypass. The Bypass would provide faster travel and improved safety for vehicles traveling within and through the region. Figure ES-1 shows the general location of the project.

Figure ES-1



NEPA, enacted in 1970, requires disclosure of the environmental impacts of federally-funded projects and opportunity for public comment.

A Section 4(f) *de minimis* finding for the historic Cingcade Complex, was made by FHWA on December 16, 2011. The DEIS proposed a Section 4(f) *de minimis* use of the Denman Wildlife Area by both build alternatives, and Section 4(f) *de minimis* uses of the Bear Creek Greenway path and the planned Midway Park by the SD Alternative. These three are recreational Section 4(f) resources in the project area. A *de minimis* use of a Section 4(f) resource is a use that does not adversely affect the activities, features, and attributes that qualify a park or historic resource for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966 (referred to below as Section 4(f)).

FHWA has made final Section 4(f) *de minimis* determinations for impacts to the Denman Wildlife Area, the Bear Creek Greenway path, and the planned Midway Park by the Preferred Alternative and those are included in Appendix E.

If the SD Alternative is selected, 1.3 acres of land purchased with Land and Water Conservation Fund (LWCF) grants and protected by Section 6(f) would be converted to transportation use. The location of replacement land for this use would be identified prior to issuing the Final Environmental Impact Statement (FEIS).

Because ODOT's and Jackson County's records differ from those of National Park Service (NPS) and Oregon Parks and Recreation Department (OPRD), two additional parcels of land could also be protected by Section 6(f). This would result in an additional conversion of 0.3 acres of land protected by Section 6(f). ODOT will continue to work with NPS and the OPRD to resolve the status of these parcels. This resolution will occur as part of final design and property acquisition.

ODOT and FHWA invite review of the proposed project. Giving citizens, stakeholders, and public agencies the opportunity to review and comment on the proposed project is a vital part of the National Environmental Policy Act (NEPA) process. The process helps decision-makers evaluate project alternatives. All substantive comments submitted will be considered.

The publication of the FEIS and ROD concludes the NEPA process. Comment is no longer being invited.

To learn more about the proposed project or to submit comments on the DEIS and proposed Section 4(f) *de minimis* findings for the use of the Bear Creek Greenway, planned Midway Park, and Denman Wildlife Area, please visit the OR 62 project website at **http://www.oregon.gov/ODOT/HWY/REGION3/hwy62_index.shtml**.

Section 4(f) *de minimis* findings have been completed. The publication of the FEIS and ROD concludes the NEPA process. Comment is no longer being invited.

Agencies and the public may send written and e-mail comments to:

Anna Henson
Oregon Department of Transportation
ODOT Region 3
100 Antelope Road
White City, OR 97503
Anna.HENSON@odot.state.or.us

Comments may also be given at a public hearing held during the review of the DEIS. Following the public hearing, ODOT and FHWA will review, consider, and address all substantive comments. Responses to comments will be provided in the FEIS. Comments on the DEIS must be received within 45 days from the date on the cover of this document.

The publication of the FEIS and ROD concludes the NEPA process. Comment is no longer being invited.

What is the Purpose And Need for the Project?

The Purpose and Need¹ articulates why the proposed project is being considered and identifies the problems the project intends to solve.

The **purpose** of the proposed project is to improve transportation mobility and safety in the OR 62 Corridor, to simplify transportation system connections, and to identify potential improvements for non-highway modes, while maintaining the regional economic role of the OR 62 Corridor.

The **need** for the proposed project arises from the following:

- OR 62 is designated an expressway and freight route in the State and National Highway Systems, which recognizes the highway's transportation and economic role in the state and region.
- Existing levels of congestion are high and congestion is projected to worsen in the future. Four of the nine project area signalized intersections currently fail to meet mobility performance targets. By 2035, eight of the nine intersections will fail to meet mobility performance targets.
- This corridor has high crash rates. In 2010, OR 62 in the project area had two locations with crash rates in the top 5 percent statewide and eight locations in the top 10 percent statewide.
- This corridor has confusing road system connections. OR 62 lacks a hierarchy of connections that aids through travelers in finding their way.
- Facilities for pedestrians and bicyclists along OR 62 are deficient and transit service is limited.

Decision Authority

FHWA will make the final decision on the build alternatives through this NEPA process. As the proposed project is considered, it is important that both the public and public agencies have access to the same information and understand how the proposed project could affect them and the environment. Public input on the DEIS helps FHWA and ODOT evaluate the impacts of the proposed project, identify proposed conservation and mitigation measures, and choose the best overall alternative.

Build Alternatives

As described in more detail below and shown in the map set included in Figure ES-2, the proposed bypass would extend from the existing OR 62 interchange with I-5 in Medford to approximately Dutton Road north of White City. About one-half of the length of the bypass would be within the Medford Urban Growth Boundary (UGB). The proposed project includes four interchanges:

- A southern terminus interchange with either I 5 or existing OR 62
- An interchange with Vilas Road, about 3 miles north of I-5
- An interchange with existing OR 62 on the south side of White City, about 5 miles north of I-5
- A northern terminus interchange with existing OR 62 near Dutton Road

Also part of the proposed project are alterations to local streets and roads, including extensions and closures, and one new, two-lane local road between Justice Road and Gregory Road on the west side of the bypass, referred to as the Justice/Gregory connector road.

This environmental document examines two different build alternatives: the Split Diamond Alternative and the Directional Interchange Alternative, each described in more detail in the following pages of this Executive Summary and in Chapter 2.

¹ See Chapter 1 of the EIS for the full Purpose and Need statement.

How Were the Build Alternatives Developed?

ODOT, FHWA, stakeholders, regulatory agencies, and the public worked together to develop the build alternatives. Beginning in 2004, ODOT convened meetings of a project development team (PDT) and a citizens advisory committee (CAC). The PDT included representatives from ODOT, the City of Medford, Jackson County, the Rogue Valley Metropolitan Planning Organization, the Jackson County/Medford Chamber of Commerce, the freight and trucking industry, FHWA, the CAC, and two citizens-at-large. The CAC comprised representatives of neighborhoods, businesses, and community interests. ODOT also conducted other outreach efforts as part of the process, including public workshops. Initially, ODOT solicited public and agency input to develop a wide range of potential solutions to the traffic problems on OR 62. The process applied two screens to evaluate and dismiss alternatives. The first screen evaluated each alternative's ability to separate through-trips from local trips and thereby be likely to meet future capacity needs to avoid congestion. Four alternatives remained after the first screen. The second screen evaluated whether each remaining alternative met the project's Purpose and Need. If an alternative could not meet future capacity needs and did not pass the first screen, it would not have met the project's Purpose and Need. Based on the second screen, in 2006, both the PDT and CAC recommended further consideration of the two build alternatives described below.

Chapter 2 of the EIS further describes the process by which the alternatives were developed and Chapter 7 describes the public involvement process in detail.

What Are the Alternatives and Options the EIS Analyzed?

The EIS analyzed a No Build Alternative and two build alternatives.

No Build Alternative

Under the No Build Alternative, there would be no improvements or modifications to existing OR 62 and no bypass. ODOT would continue to perform regular roadway maintenance, such as resurfacing. Planned improvements to other roadways in the project area and vicinity would be built. These planned improvements are in the Rogue Valley Metropolitan Plan Organization 2009-2034 Regional Transportation Plan, and include projects that the City of Medford and Jackson County will build. They include improvements to roads that intersect OR 62, such as Coker Butte Road, and roads that parallel OR 62, such as Table Rock Road.

The Rogue Valley MPO has amended the 2009-2034 RTP to add two projects in the OR 62 Corridor and expanded one project since the DEIS was distributed. One added project is the realignment of Springbrook Road south of its intersection with Delta Waters Road. The other added project is the addition of left-turn lanes from OR 140 westbound to OR 62 southbound. The expanded project is now called "Table Rock Road, Wilson Road to Elmhurst Street" and is described as widening to add a center turn lane, bike lanes, and sidewalks and aligning the Gregory Road intersection. The traffic analysis has been updated since the development of the DEIS and incorporates these updates to RTP in the No Build Alternative.

Build Alternatives

There are two build alternatives, both featuring a four-lane, access-controlled bypass between the existing OR 62 interchange with I-5 in Medford and approximately Dutton Road north of White City. Sheets 1 to 13 of Figure ES-2 show the build alternatives in detail. The figure on the next page is an index to the sheets. The alternatives are different at the bypass's southern terminus near I-5. North of Delta Waters Road to Commerce Drive, the alternatives follow a similar, but not identical, alignment. North of Commerce Drive, the build alternatives are identical. Between Vilas Road and the interchange on the south side of White City, there are three potential alignments, called Design Options A, B, and C. Both alternatives include the four interchanges listed above.

Preferred Alternative (Split Diamond Alternative with Design Option C)

ODOT and FHWA have identified the SD Alternative with Design Option C as the Preferred Alternative. Several design refinements have occurred since the publication of the DEIS. This section describes the SD Alternative as it was studied in the DEIS and describes the design changes that were made for the FEIS.

Sheets 1A, 1B, 2A, and 3 to 13 of Figure ES-2 show the Split Diamond (SD) Alternative. Under it, the existing interchange between OR 62 and I 5 would be converted to a split diamond interchange design. Sheets 1A and 1B of Figure ES-2 shows the split diamond interchange design. East of the interchange, the bypass would be elevated on fill slope, cross over Biddle Road, Hilton Road, and Bullock Road on overpasses, then descend to ground level. See Sheets 1A, 1B, and 2A. At approximately Whittle Avenue, the bypass would turn north. The bypass would remain at-grade until just south of Vilas Road, where it would ascend on fill and cross over Vilas Road. See Sheet 6. A single-point urban interchange (SPUI) would provide connections between the bypass and Vilas Road. Sheet 6 of Figure ES-2 contains a diagram of the Vilas Road SPUI. The dotted lines show left turn movements between the proposed bypass and Vilas Road. A single traffic signal would control these movements. The intersection and signal would be at grade level, beneath the bypass overpass.

Three minor changes to the design of the Preferred Alternative have been made in this area. First, an exclusive right-turn lane from existing OR 62 southbound to Bullock Road westbound has been added as shown on Sheet 2A FEIS of 13 of Figure ES-2. Second, the bypass will cross over Commerce Drive on an elevated structure, rather than Commerce Drive ending in a cul-de-sac at the bypass, as shown on Sheet 3 FEIS of 13 of Figure ES-2. This will enable Commerce Drive to continue to serve as the main approach road to the United States Citizenship and Immigration Services (USCIS) building and other commercial facilities located on the eastern edge of the Medford Airport. Extending Commerce Drive under the bypass also makes it possible to remove from the project the extension of roadway access to the USCIS building and other buildings from Vilas Road via Airway Drive (as shown on Sheet 4 of 13 of Figure ES-2). Third, the interchange at Vilas Road will be a tight diamond design rather than a SPUI to reduce project cost, as shown on Sheet 6 FEIS of 13 of Figure ES-2. The estimated cost savings is \$5.25 million (ODOT 2012).

The traffic analysis has been updated to incorporate design refinements to the Preferred Alternative, including updating the No Build Alternative to include the updates to the projects described above that have been included in the RTP following the distribution of the DEIS.

As Figure ES-2 shows, there are three design options for the bypass alignment between the Vilas Road interchange and the interchange on the south side of White City. The three design options would function the same, but are intended to offer a choice among different combinations of impacts on vernal pool wetlands, farmland, and businesses. Regardless of design option, the bypass would bisect Justice Road. On the east side of the bypass, Justice Road would terminate in a cul-de-sac. On the west side of the bypass, Justice Road would intersect with the Justice/Gregory connector road. This is shown in Sheets 7A, B, and C of Figure ES-2.

ODOT and FHWA have identified Design Option C as part of the Preferred Alternative. Two changes have been made to the design of the Preferred Alternative in this segment. The Justice/Gregory connector road has been eliminated from the project to reduce project cost and will not be built. The estimated cost savings is \$1.6 million (ODOT 2012). Justice Road will end in a cul-de-sac on both the east and west side of the bypass. Gates will be included at the end of each cul-de-sac to allow emergency vehicles to enter or leave the bypass, providing for better emergency response times. These changes are shown on Sheets 7C FEIS and 8C FEIS of Figure ES-2.

Figure ES-3 Proposed Directional Interchange on South Side of White City

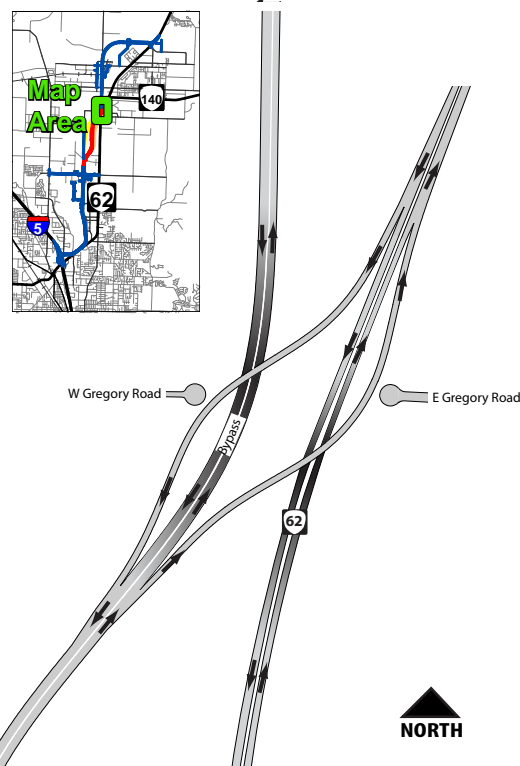
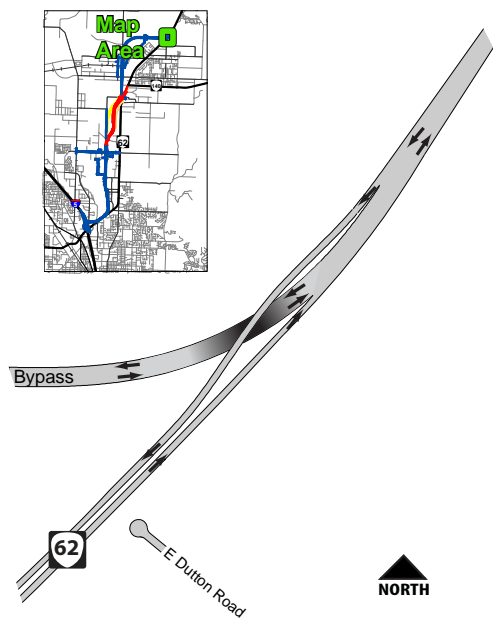


Figure ES-4 Proposed Directional Interchange Near Dutton Road



All three design options end at a “directional” interchange on the south side of White City. Figure ES-3 is a diagram of the White City interchange. As the diagram shows, there would be an off-ramp to allow northbound traffic on the bypass to exit and continue northbound on existing OR 62. There would also be an on-ramp to allow southbound traffic on existing OR 62 to get onto the bypass southbound. No other movements between the bypass and OR 62 would be accommodated. This lack of a full range of movements may require a design exception.

North of this interchange, the bypass would follow the Agate Road right of way along the east side of the Denman Wildlife Area and into White City, displacing Agate Road between Gregory Road and Avenue G. See Sheets 9A, B, and C of Figure ES-2. North of the Denman Wildlife Area, the bypass would ascend onto a fill slope and cross over Antelope Road and Avenue G on overpasses. North of Avenue G, the bypass would be located on a structure, as shown on Sheets 10 and 11 of Figure ES-2. After crossing Avenue H, the bypass would curve east, return to ground level, follow the Dutton Road right of way, and terminate in an interchange with existing OR 62, as shown on Sheets 12 and 13 of Figure ES-2. Dutton Road would be realigned and run parallel to the bypass. As the diagram in Figure ES-4 shows, the interchange would allow northbound bypass traffic to continue north on OR 62. Southbound OR 62 traffic could proceed on either the bypass or existing OR 62. Northbound traffic on existing OR 62 could only continue north on OR 62. No other movements between the bypass and OR 62 would be

accommodated. This lack of a full range of movements may require a design exception.

Bicyclists and pedestrians would be permitted to use the eight-foot shoulders of the proposed bypass for its entire length.

The SD Alternative includes changes to the local roadway network. In addition to the new Justice/Gregory connector road, these changes include:

- In the area of the Medford Airport, terminating Commerce Drive and Coker Butte Road at the bypass (see Sheets 3 and 4 of Figure ES-2); providing a new connection south from Vilas Road via Airway Drive to the United States Citizenship and Immigration Services (USCIS) facility, now accessed via Commerce Drive (see Sheet 4 of Figure ES-2); making changes to Enterprise and Helo Drives (see Sheet 6 of Figure ES-2); and adding a new local road for access to the airport area near where the bypass would cross Vilas Road (see Sheet 6 of Figure ES-2).
- In White City, eliminating Agate Road between Gregory Road and Avenue G, terminating Leigh Way and Avenue A at the bypass, paving 11th Street, and paving 14th Street to accommodate higher traffic volumes and extending 14th Street south of Avenue F. Gregory Road would terminate in cul-de-sacs on both sides of the interchange at the south side of White City. See Sheets 9A, B, and C, 10, and 11 of Figure ES-2
- North of White City, replacing Dutton Road (which would be realigned and run parallel to the bypass) and terminating East Dutton Road at the bypass. See Sheets 12 and 13 of Figure ES-2.

The changes to the local roadway network with the Preferred Alternative will differ from what is described above in the following ways:

- The Justice/Gregory connector road has been eliminated from the project to reduce project cost and will not be built. The estimated cost savings is \$1.6 million (ODOT 2012).
- The bypass will cross over Commerce Drive on an elevated structure. Commerce Drive will not end in a cul-de-sac but instead will continue to connect to the USCIS facility.
- The new connection from Vilas Road to the USCIS facility via Airway Drive is no longer necessary with the addition of the Commerce Drive connection described above. The new connection from Vilas Road to the USCIS facility via Airway Drive has been removed from the design and will not be included with the Preferred Alternative. This is shown on Sheets 3 FEIS and 4 FEIS of Figure ES-2.
- A gap in Enterprise Drive between Industry Drive and Airway Drive will be filled to provide access for several properties that will no longer have a roadway connection to Vilas Road via Industry Drive. See Sheet 6 FEIS of Figure ES-2.

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Directional Interchange Alternative

The Directional Interchange (DI) Alternative was not identified as the Preferred Alternative. Therefore, the design refinements described above for the SD Alternative are not included in this section on the DI Alternative.

As Figure ES-2 shows, from Commerce Drive north, the DI Alternative would be identical to the SD Alternative, as described above. Unlike the SD Alternative, the DI Alternative would not include an interchange with I-5. Instead, its southern terminus would be a directional interchange with existing OR 62 between Delta Waters Road and Poplar Drive. See Sheets 2B and 2C of Figure ES-2. The DI Alternative would not modify the existing I-5 interchange with OR 62 and traffic movements between OR 62 and I-5 would remain unchanged. Between I-5 and Delta Waters Road, existing OR 62 would be redesigned as an access-controlled, four-lane expressway. The existing signalized intersection of OR 62 and Poplar Drive and Bullock Road would be eliminated. Instead, OR 62 would cross over the top of Poplar Drive and Bullock Road on an overpass. Northbound traffic could remain on existing OR 62 or enter the bypass. Southbound traffic on existing OR 62 and the bypass would merge. Both the northbound and southbound movements would be free-flowing; there would be no stop signs or traffic signals.

Between I-5 and approximately Delta Waters Road, driveways that currently connect to OR 62 would be relocated to connect to local streets. On the south side of OR 62, Skypark Drive and Corona Avenue would be extended to become through streets between Poplar Drive and Delta Waters Road. Businesses on the south side of OR 62 would be accessed via Skypark Drive. Although Bullock Road and Poplar Drive would be modified slightly as a result of the grade-separation from OR 62, driveways that currently connect to Bullock Road or Poplar Drive would remain. North of Delta Waters Road, existing OR 62 would not be modified; neither existing driveways nor existing intersections would be modified.

Figure ES-2

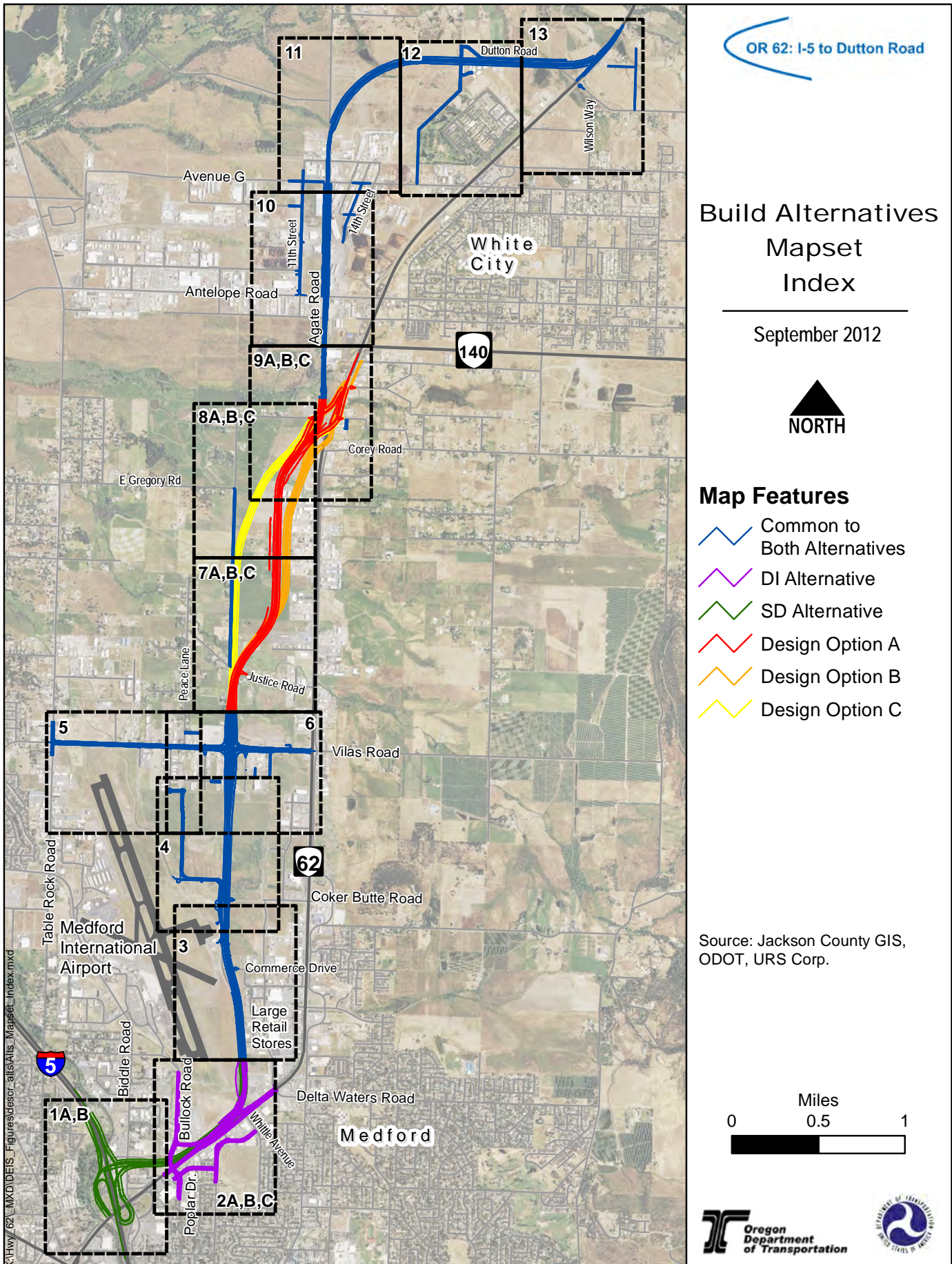
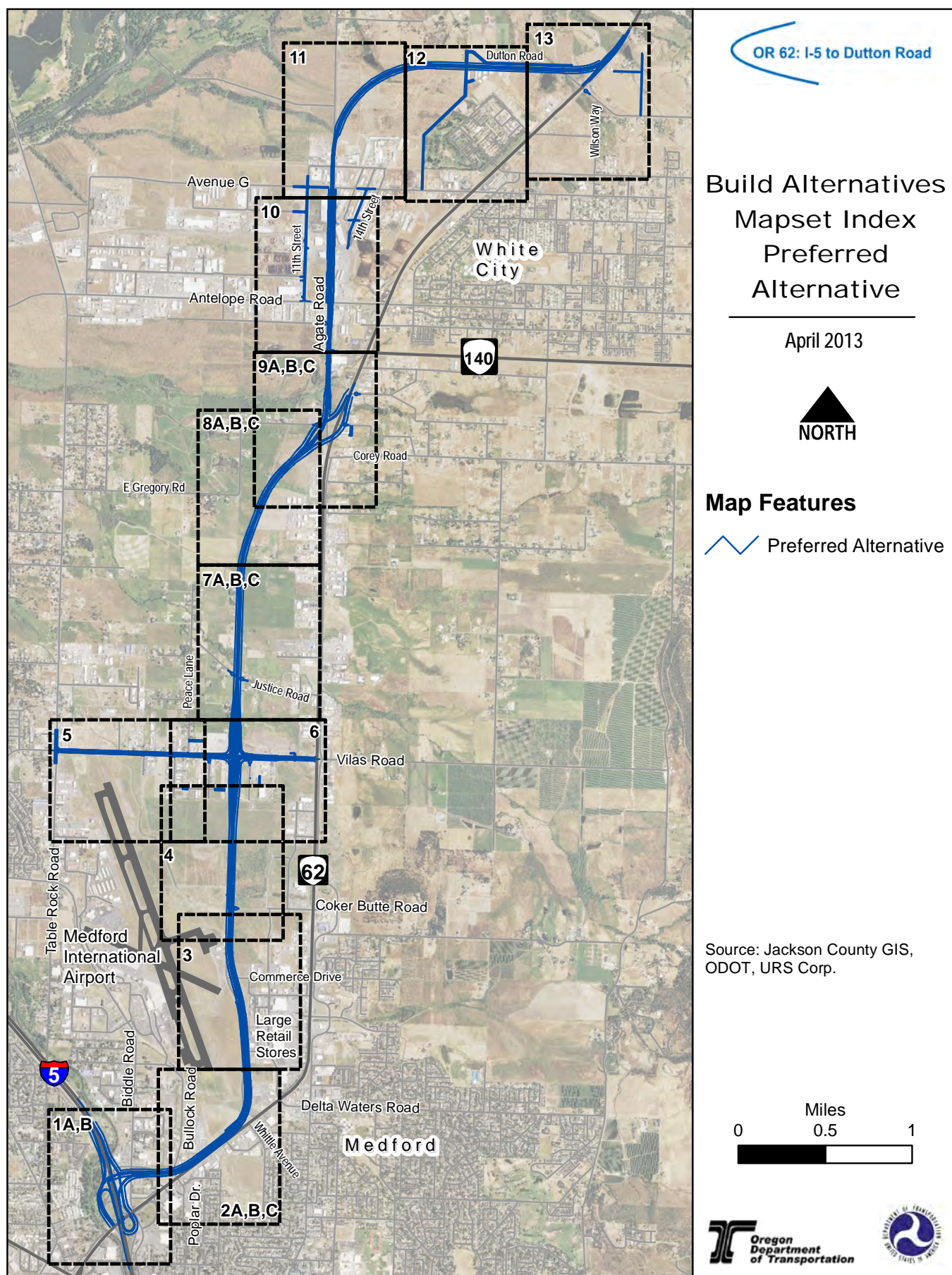


Figure ES-2 FEIS



OR 62 Build Alternatives - Design Mapset
 1A of 13 - SD Alternative
 July 2012

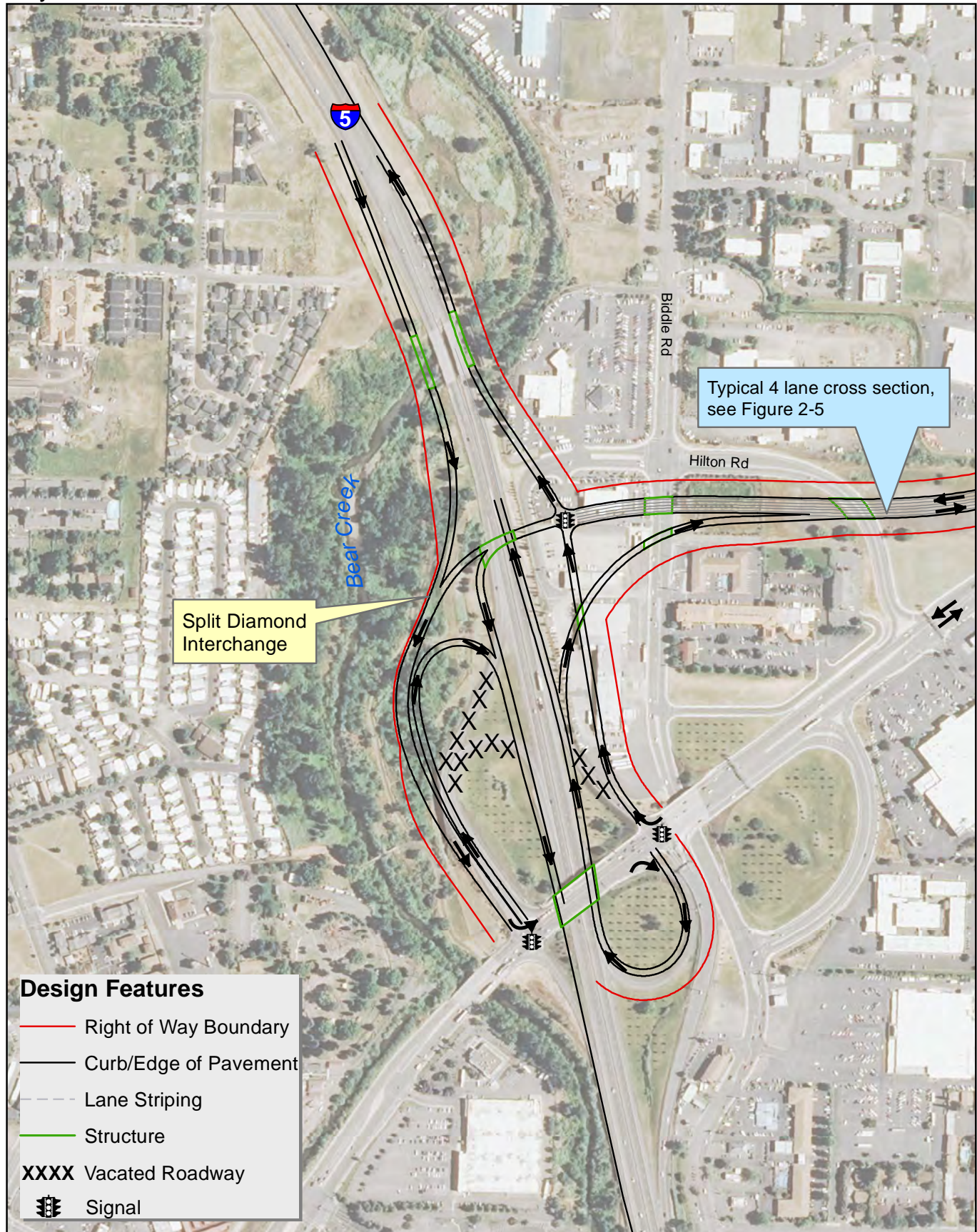
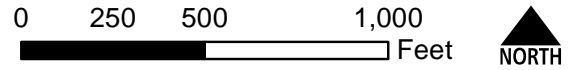
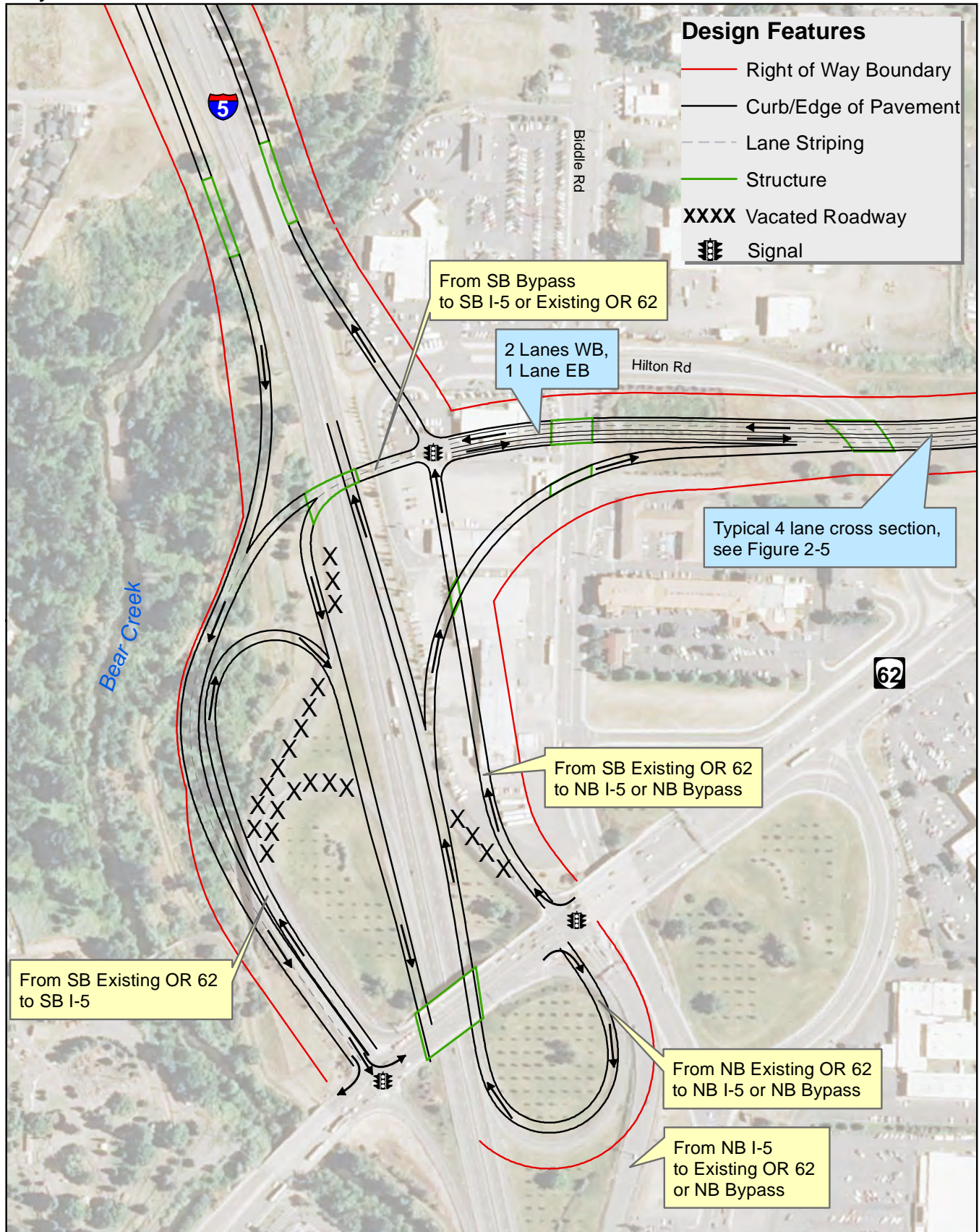


Figure ES-2: Sheet 1B of 13

OR 62 Build Alternatives - Design Mapset

1B of 13 - SD Alternative - Split Diamond Interchange Detail
July 2012

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OR 62 Build Alternatives - Design Mapset

2A of 13 - SD Alternative

July 2012

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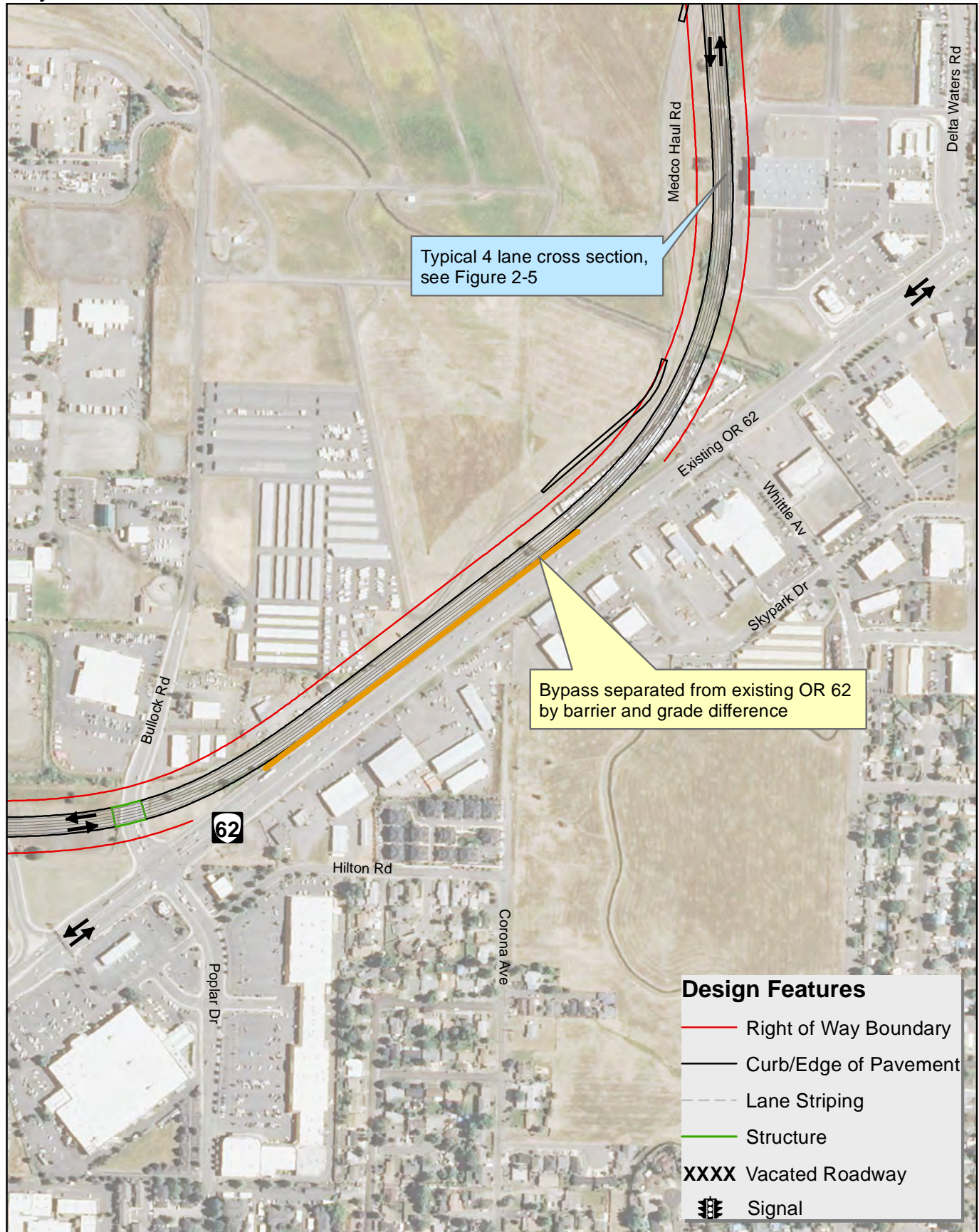


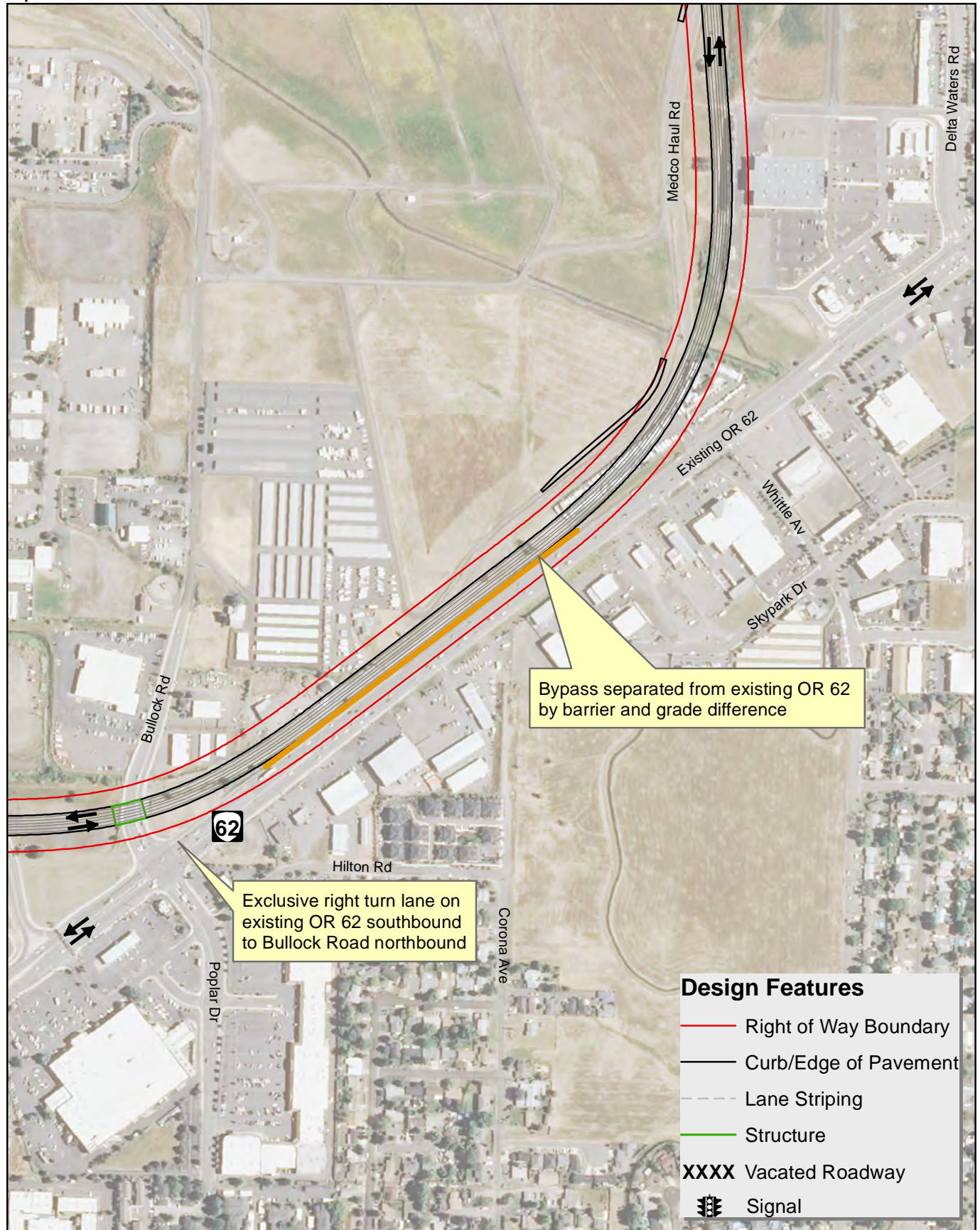
Figure ES-2: Sheet 2A FEIS of 13

OR 62 Preferred Alternative - Design Mapset

2A FEIS of 13 - Preferred Alternative

April 2013

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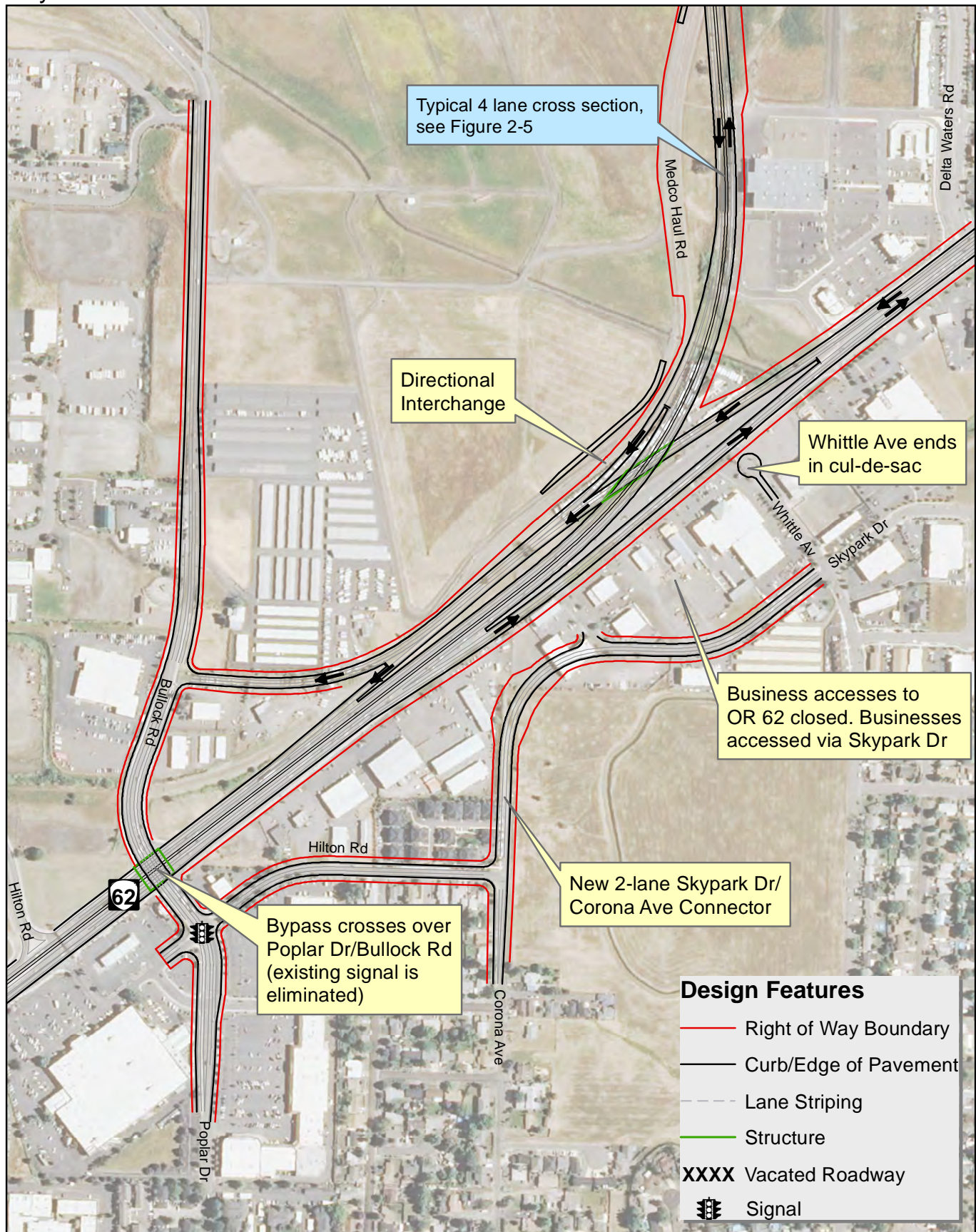


OR 62 Build Alternatives - Design Mapset

2B of 13 - DI Alternative

July 2012

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OR 62 Build Alternatives - Design Mapset
 2C of 13 - DI Alternative - Directional Interchange Detail
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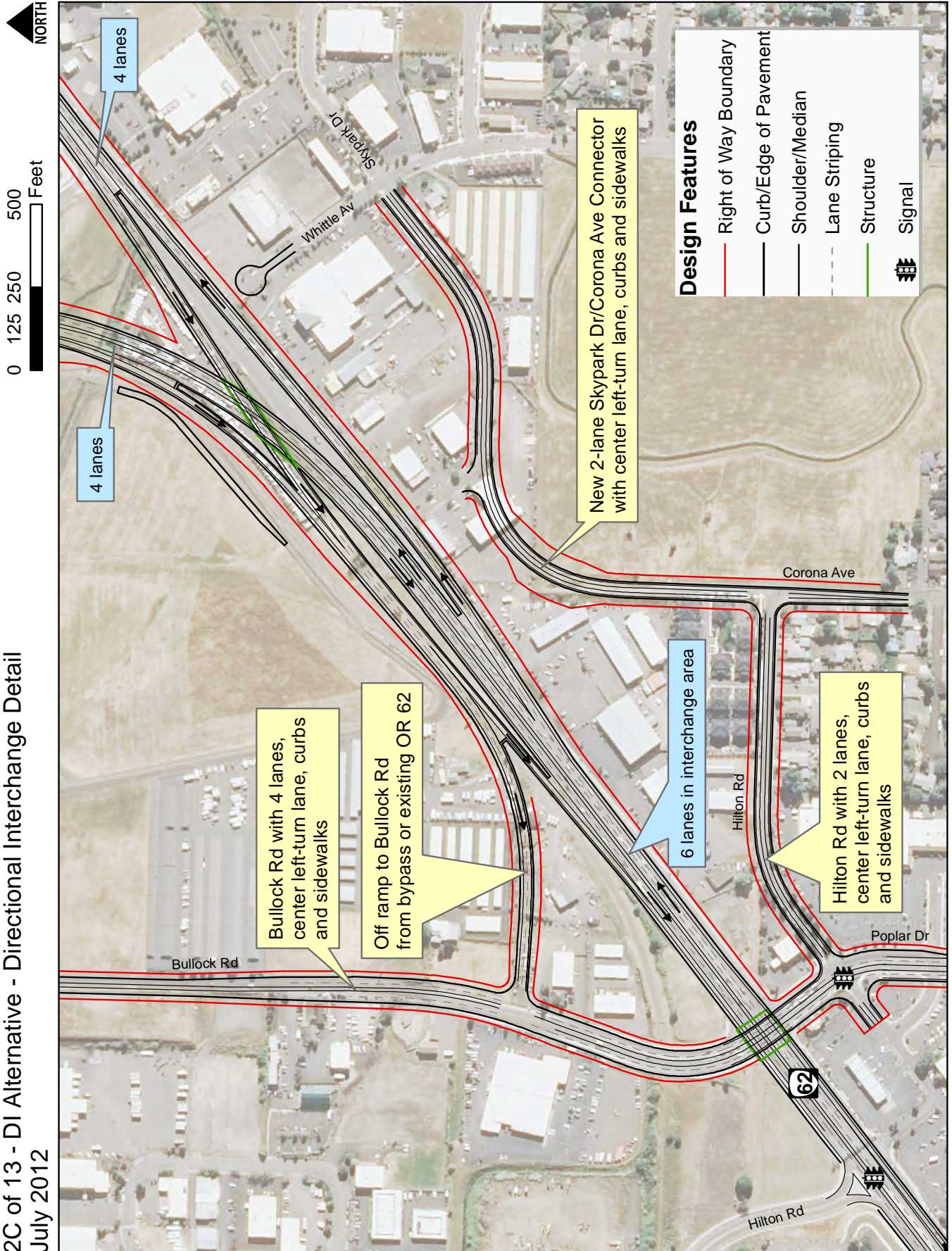


Figure ES-2: Sheet 3 of 13

OR 62 Build Alternatives - Design Mapset

3 of 13 - Common to Both Build Alternatives

July 2012

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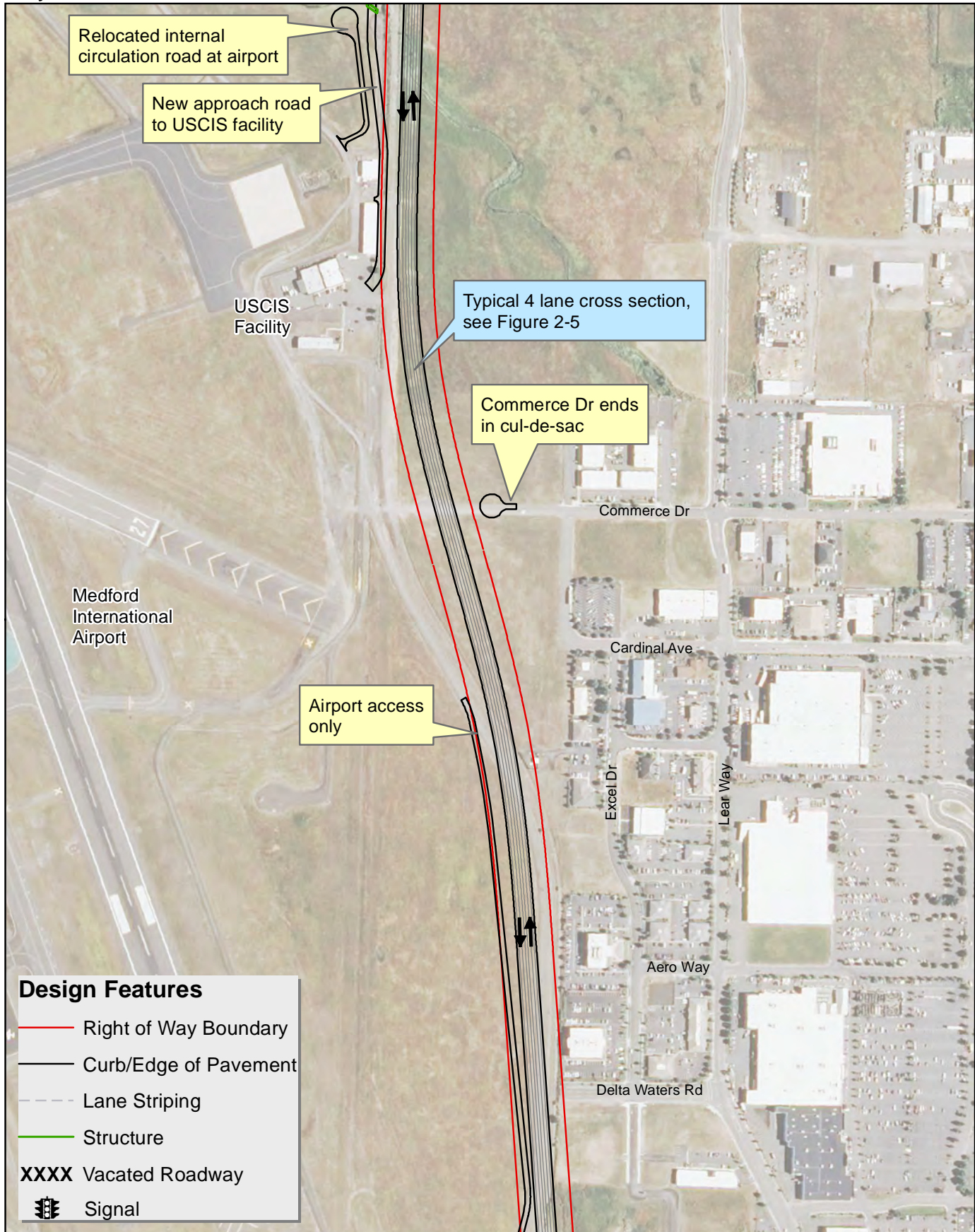


Figure ES-2: Sheet 3 FEIS of 13

OR 62 Preferred Alternative - Design Mapset

3 FEIS of 13 - Preferred Alternative

April 2013

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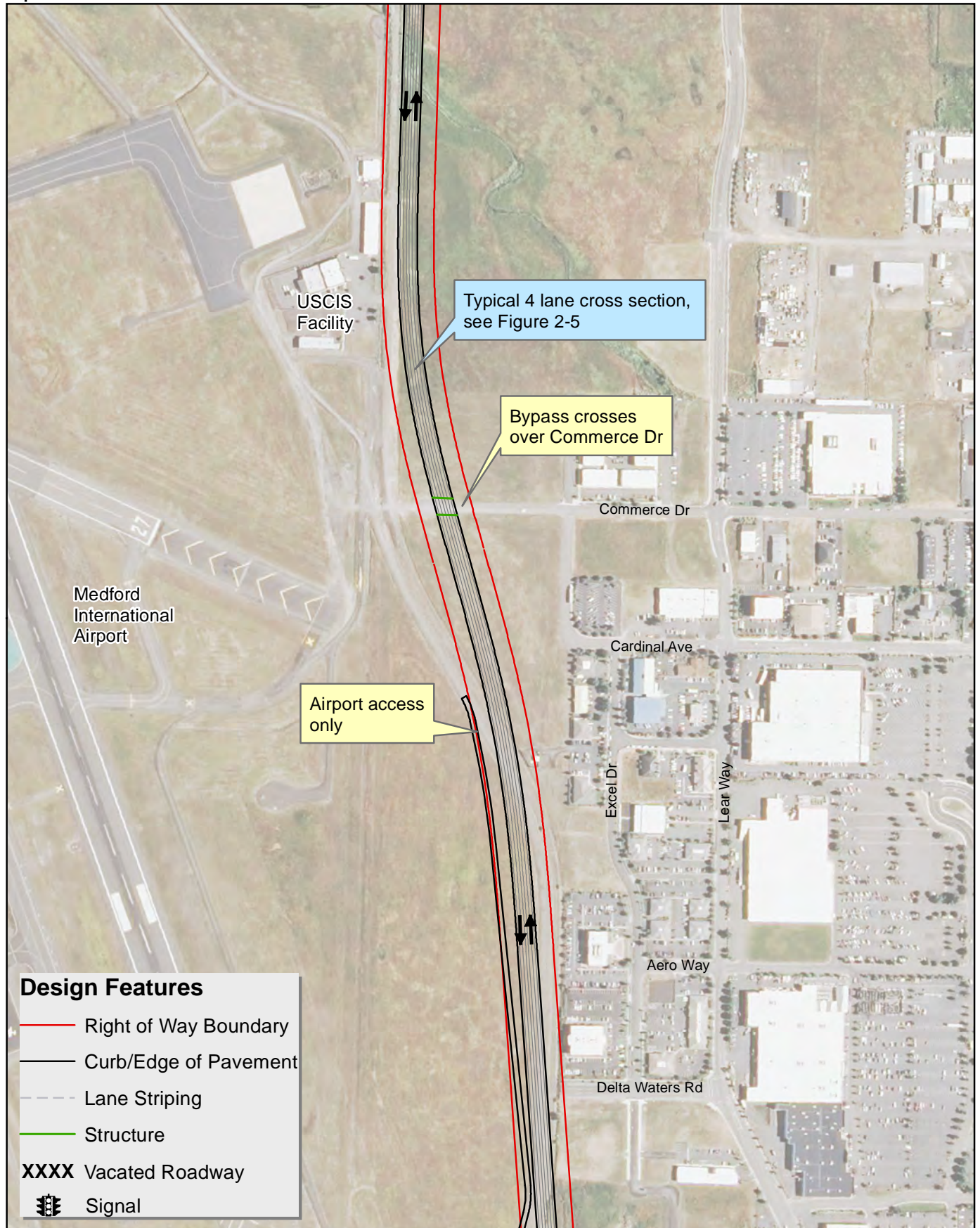


Figure ES-2: Sheet 4 of 13

OR 62 Build Alternatives - Design Mapset
4 of 13 - Common to Both Build Alternatives
July 2012

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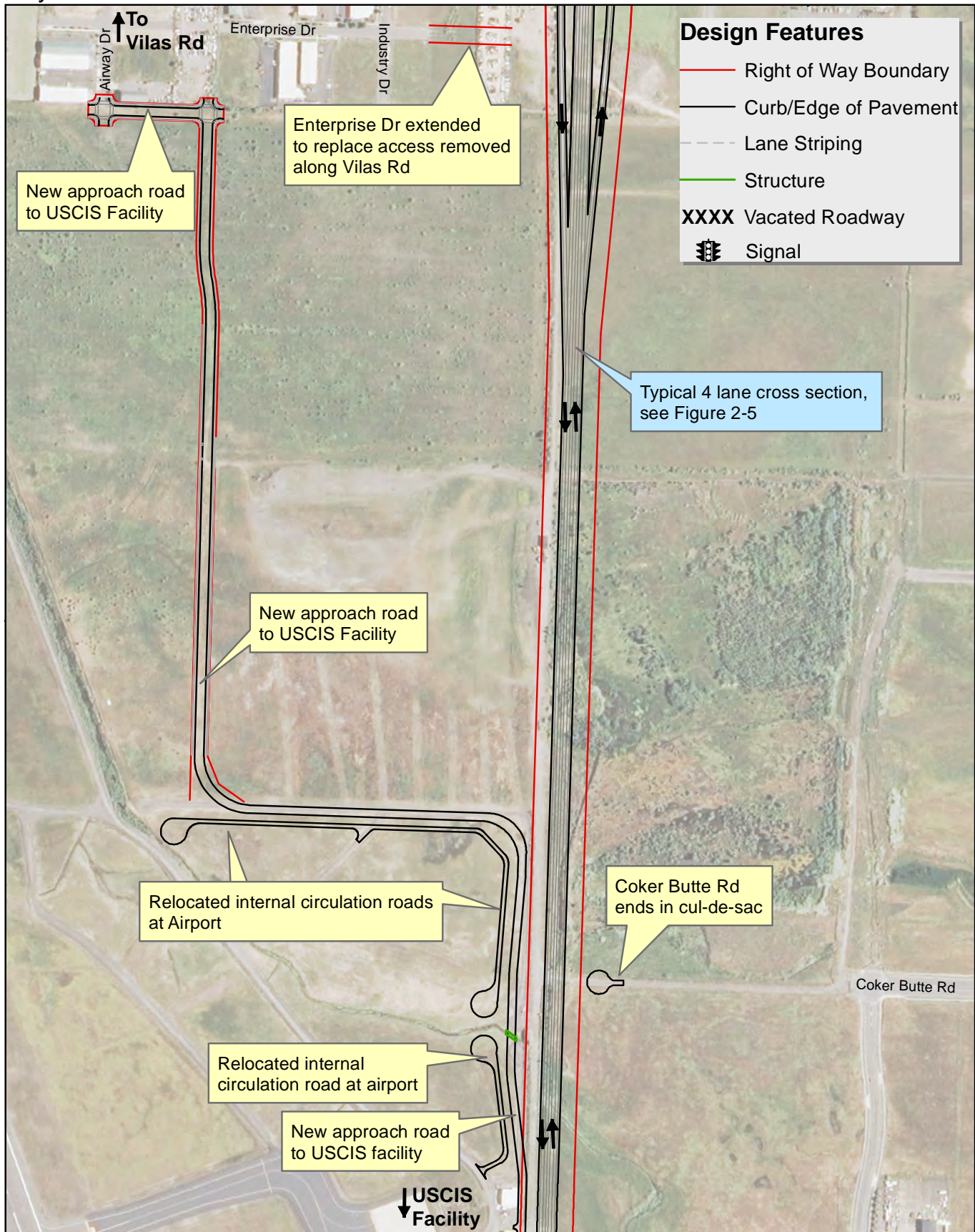


Figure ES-2: Sheet 4 FEIS of 13

OR 62 Preferred Alternative - Design Mapset
4 FEIS of 13 - Preferred Alternative
April 2013

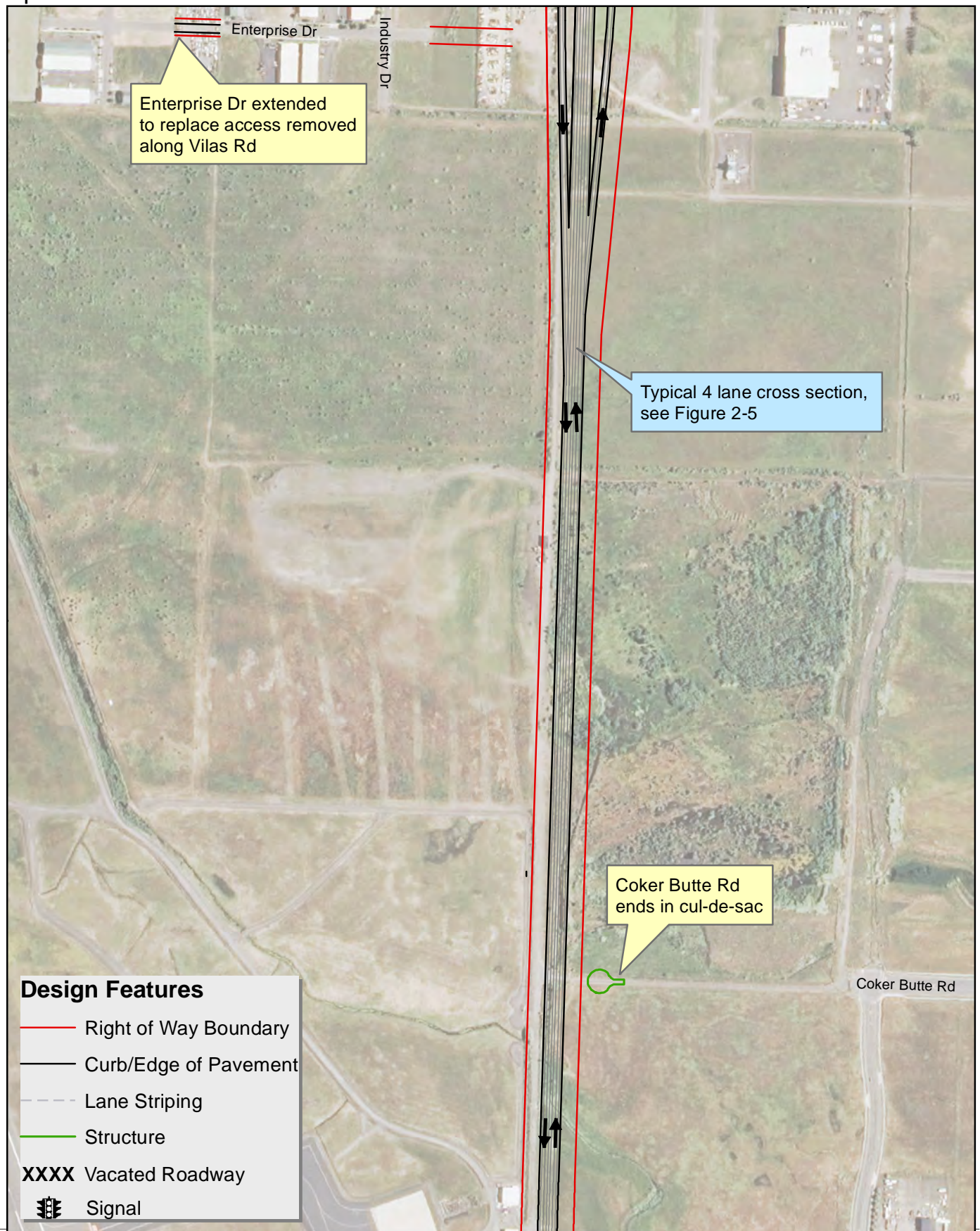
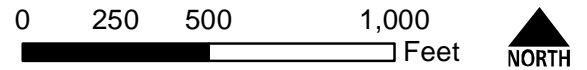


Figure ES-2: Sheet 5 of 13

OR 62 Build Alternatives - Design Mapset
5 of 13 - Common to Both Build Alternatives
July 2012

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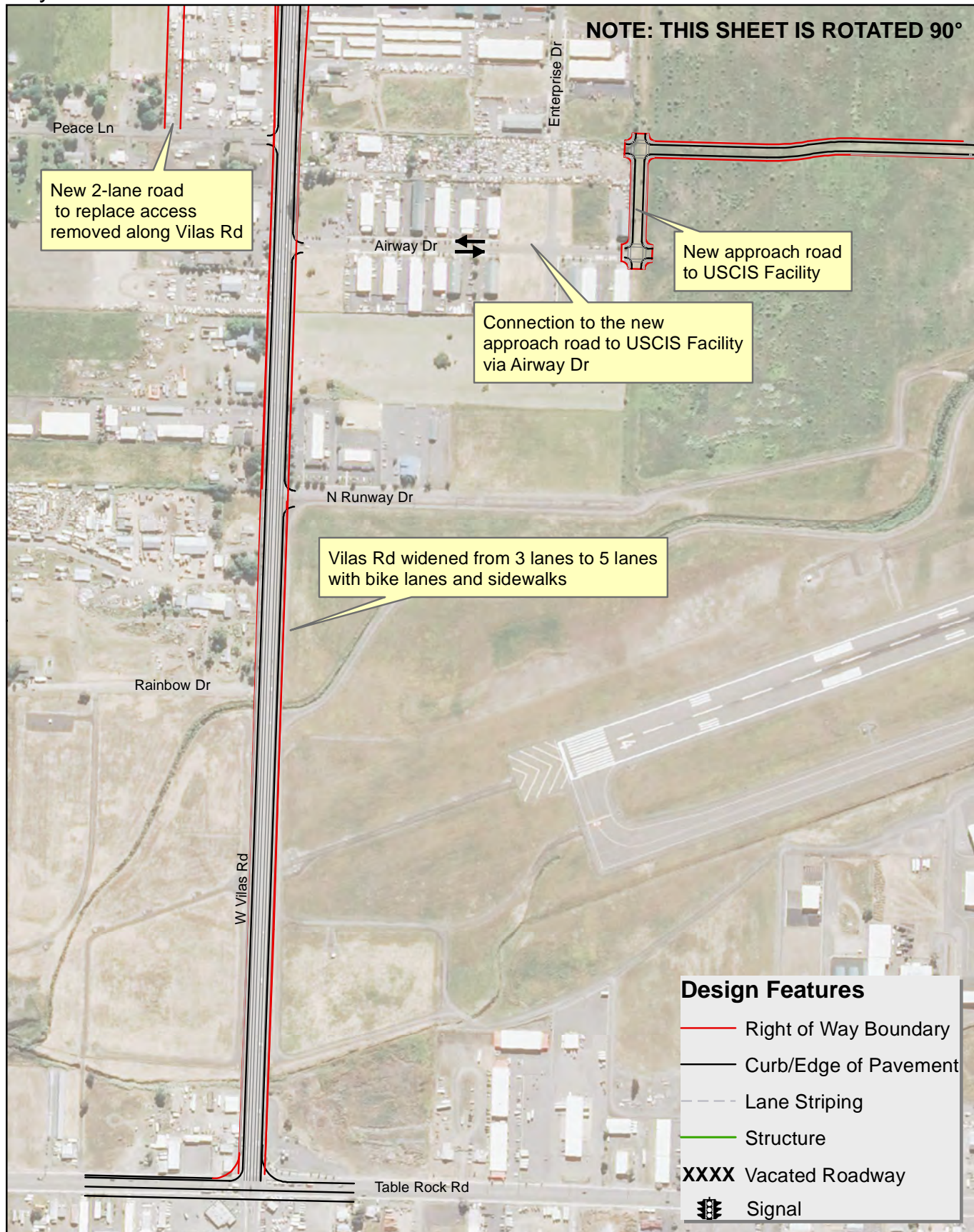


Figure ES-2: Sheet 5 FEIS of 13

OR 62 Preferred Alternative - Design Mapset
5 FEIS of 13 - Preferred Alternative
April 2013

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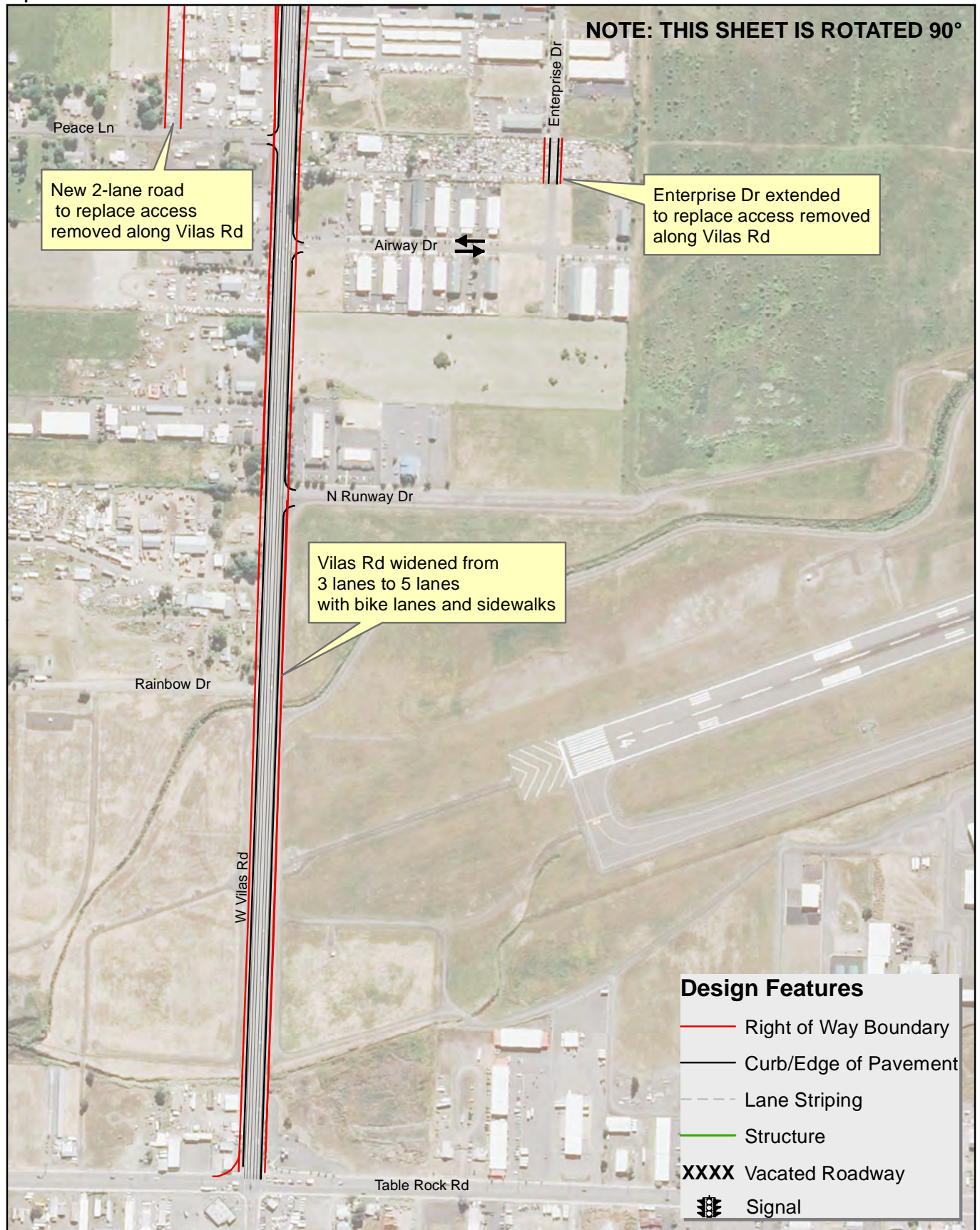


Figure ES-2: Sheet 6 of 13

OR 62 Build Alternatives - Design Mapset
 6 of 13 - Common to Both Build Alternatives
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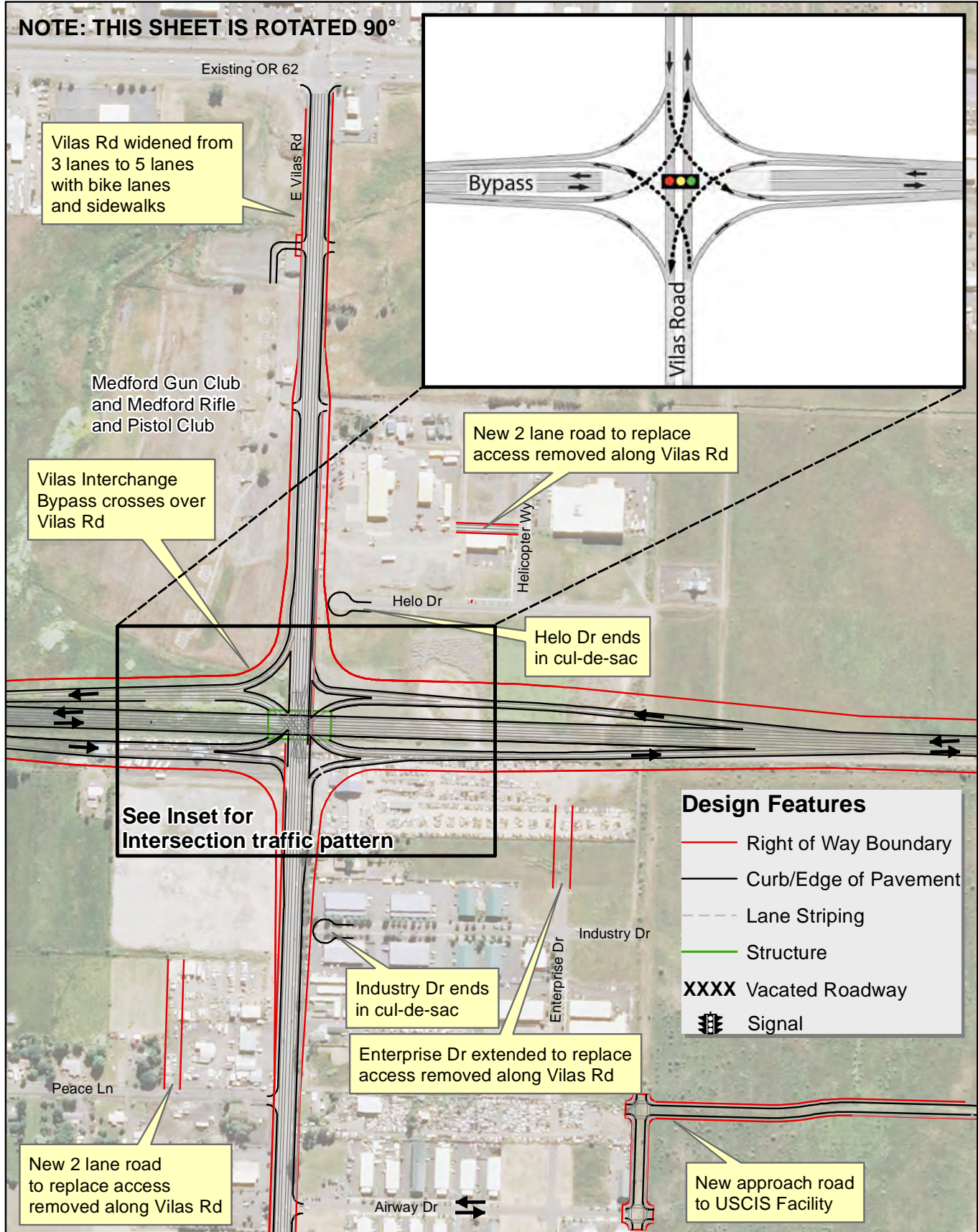


Figure ES-2: Sheet 6 FEIS of 13

OR 62 Preferred Alternative - Design Mapset
6 FEIS of 13 - Preferred Alternative
April 2013

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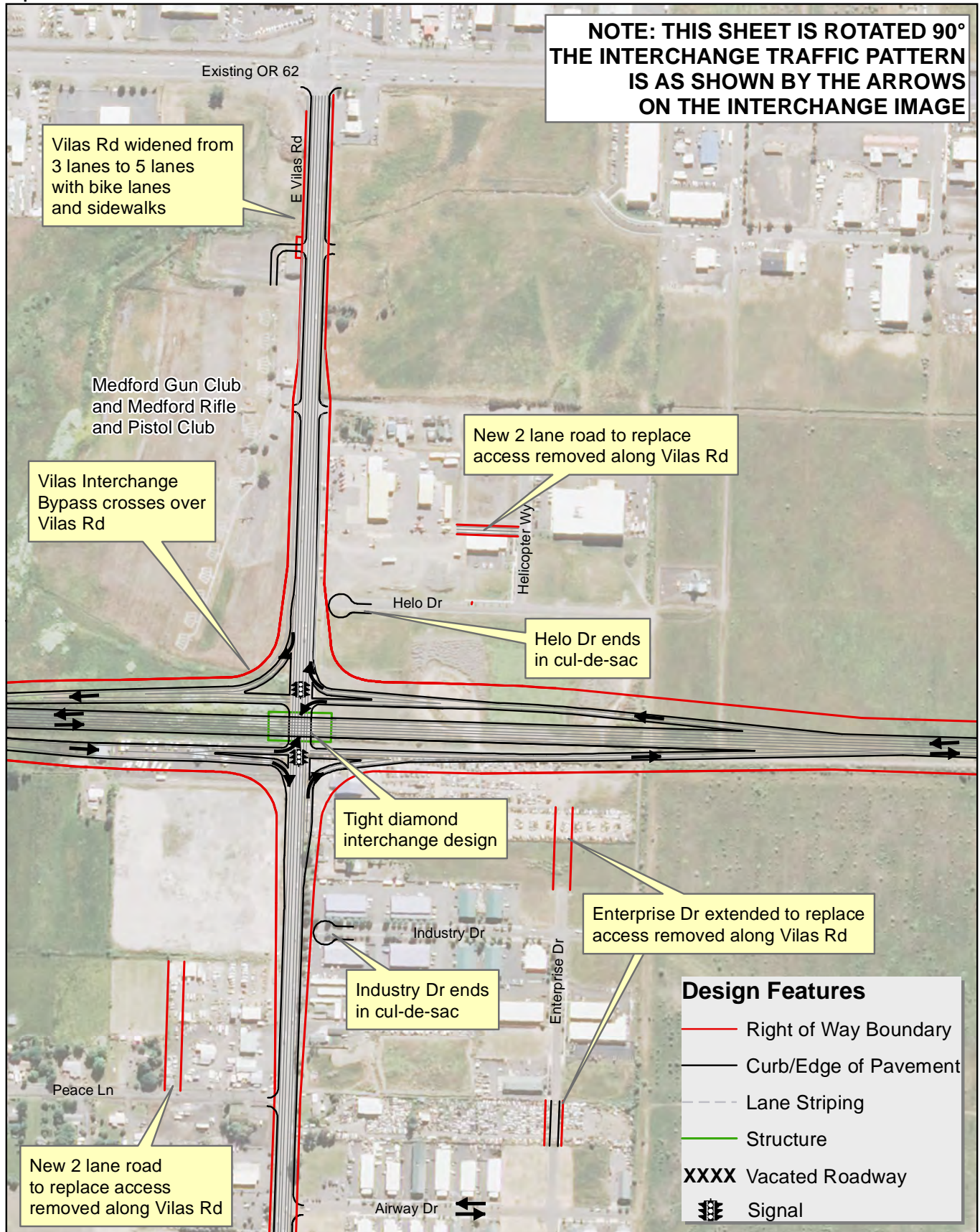


Figure ES-2: Sheet 7A of 13

OR 62 Build Alternatives - Design Mapset

7A of 13 - Design Option A

July 2012

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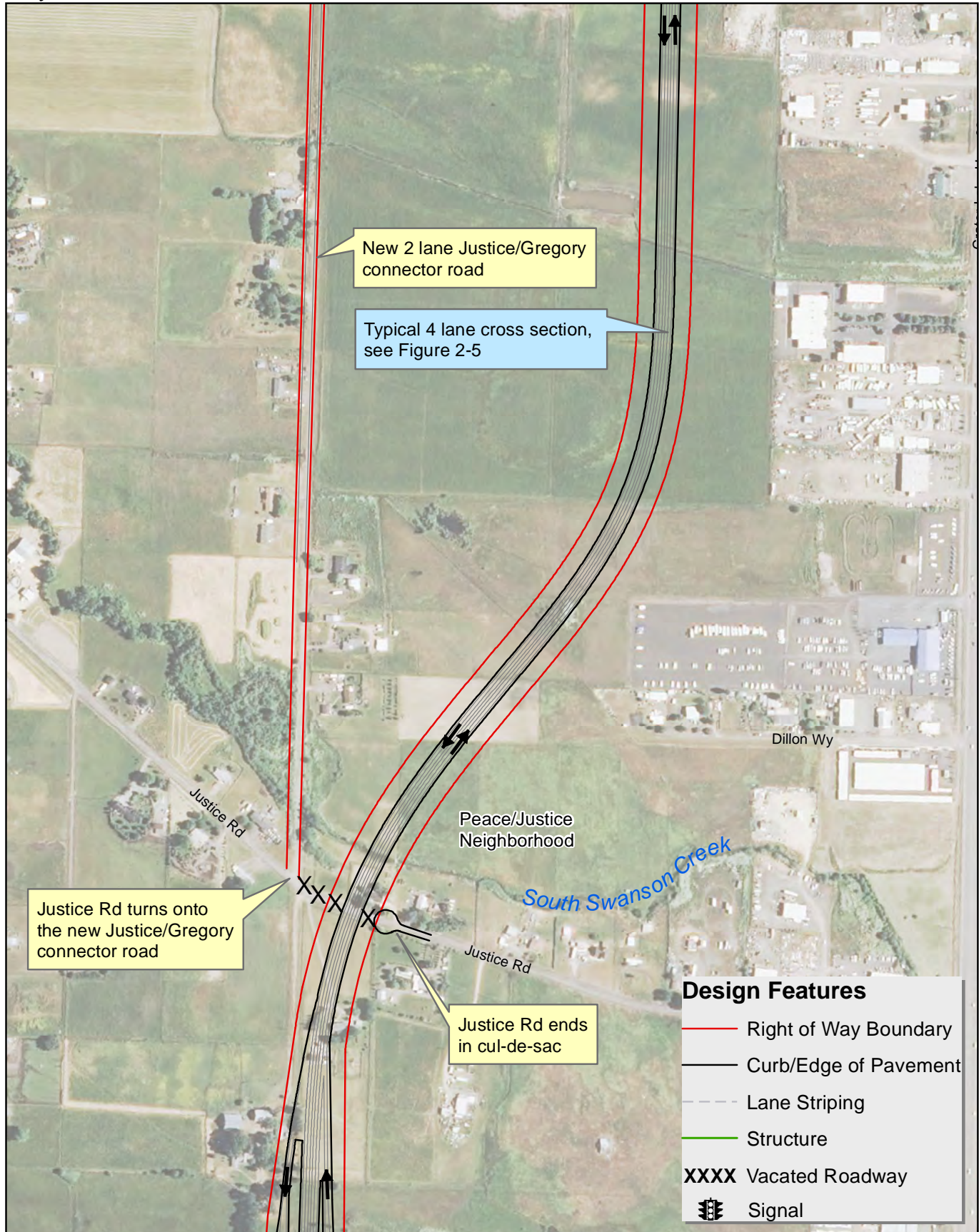


Figure ES-2: Sheet 7B of 13

OR 62 Build Alternatives - Design Mapset

7B of 13 - Build Option B

July 2012

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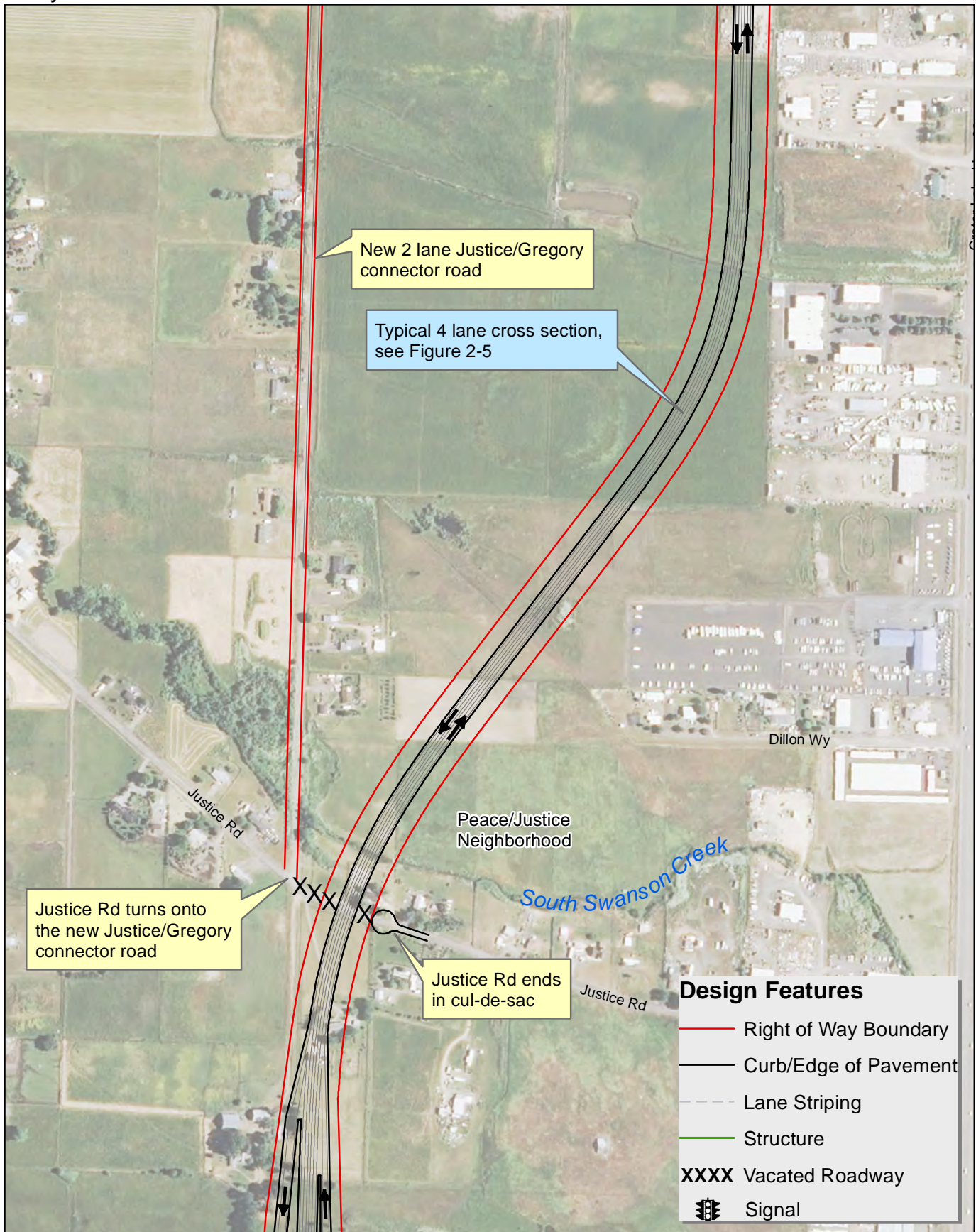


Figure ES-2: Sheet 7C of 13

OR 62 Build Alternatives - Design Mapset

7C of 13 - Design Option C

July 2012

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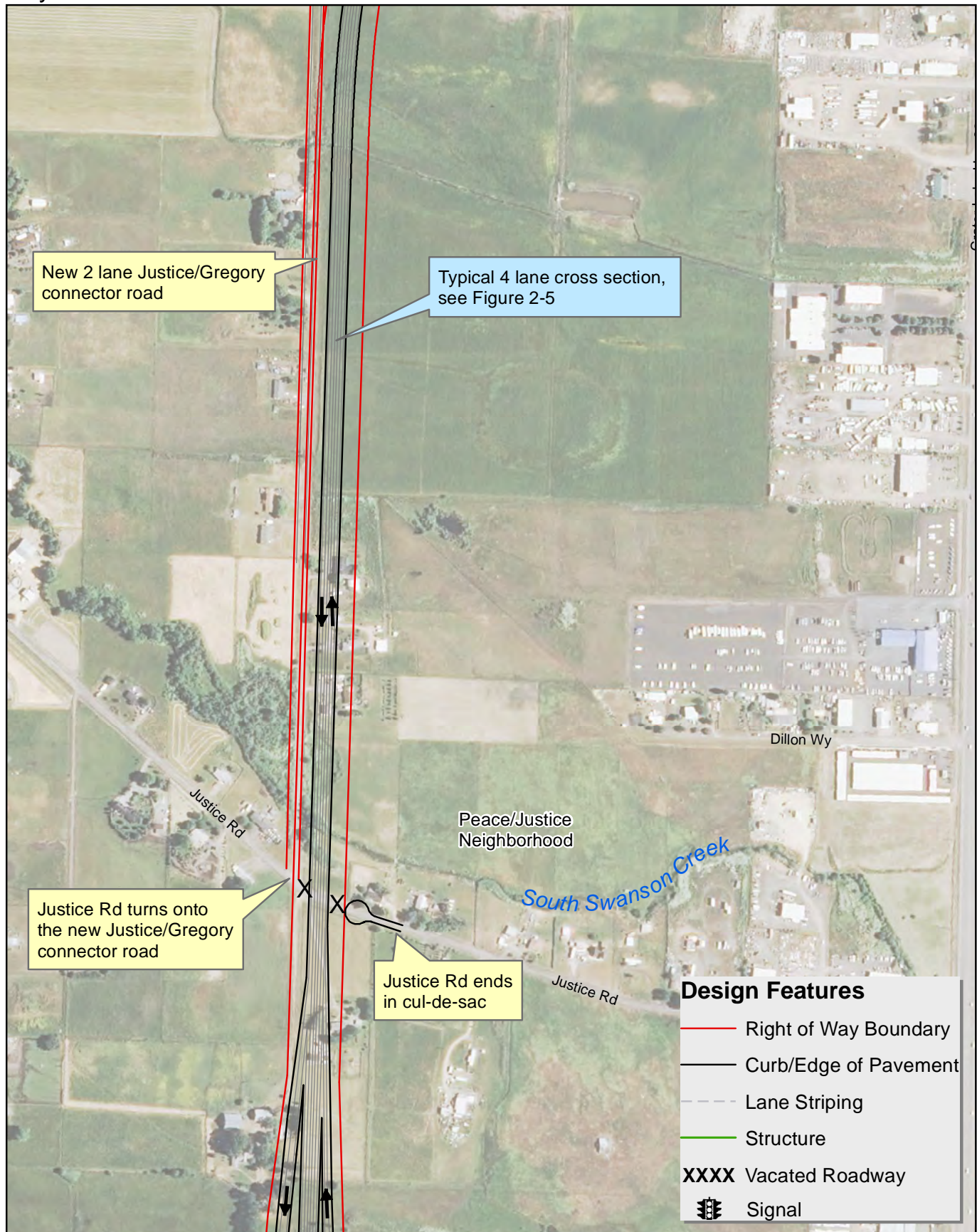


Figure ES-2: Sheet 7C FEIS of 13

OR 62 Preferred Alternative - Design Mapset
7C FEIS of 13 - Preferred Alternative
April 2013

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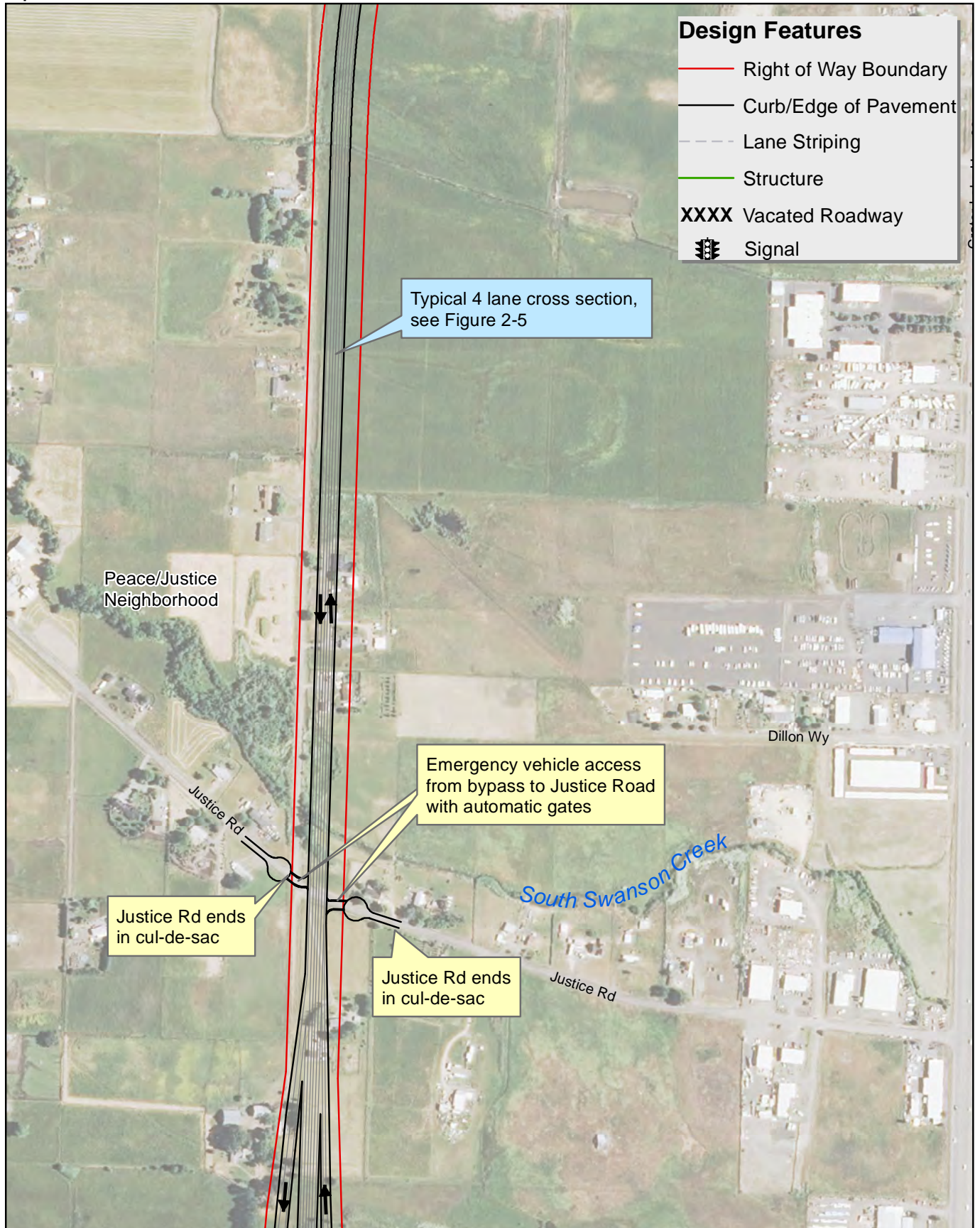


Figure ES-2: Sheet 8A of 13

OR 62 Build Alternatives - Design Mapset

8A of 13 - Design Option A

July 2012

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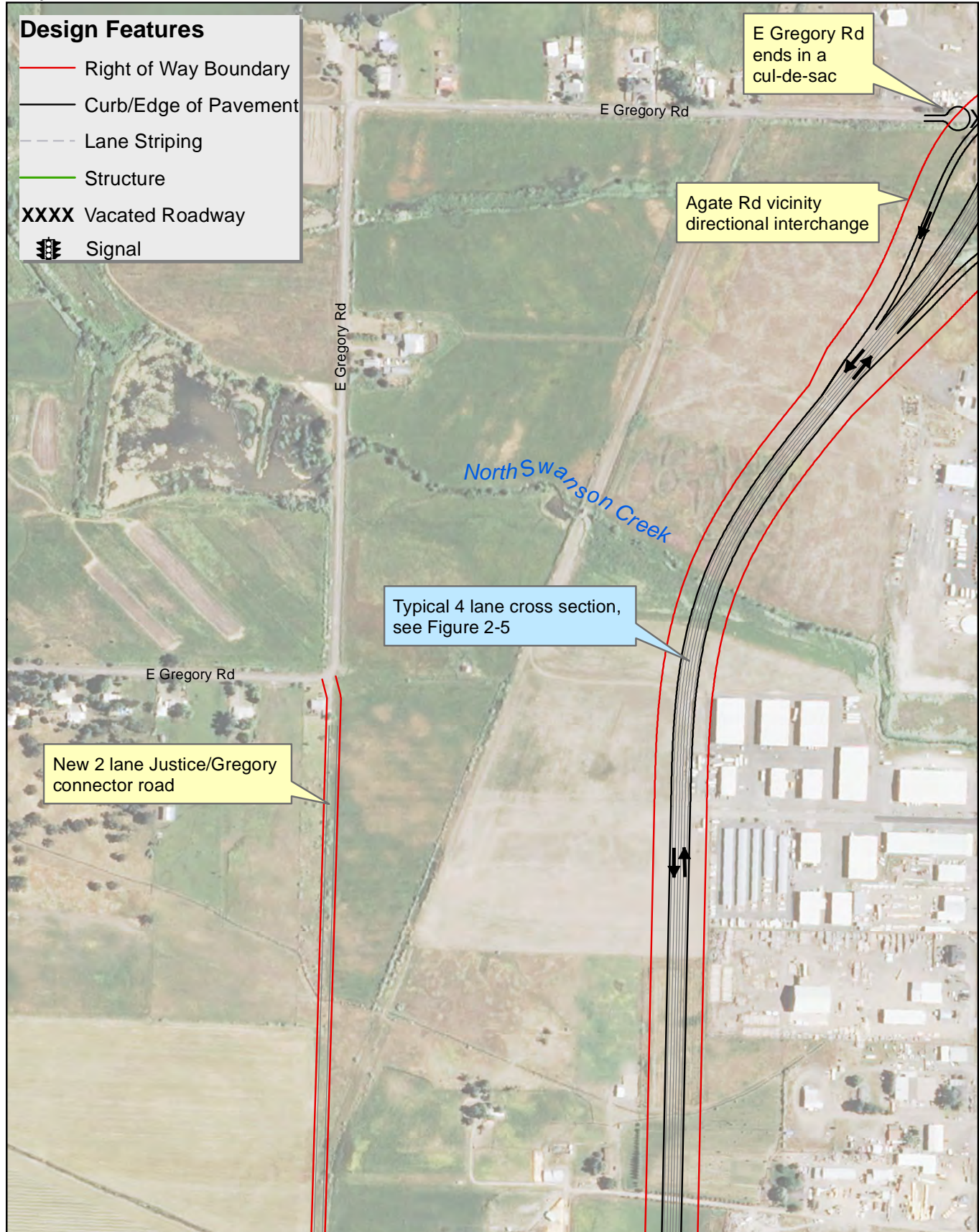


Figure ES-2: Sheet 8B of 13

OR 62 Build Alternatives - Design Mapset

8B of 13 - Build Option B

July 2012

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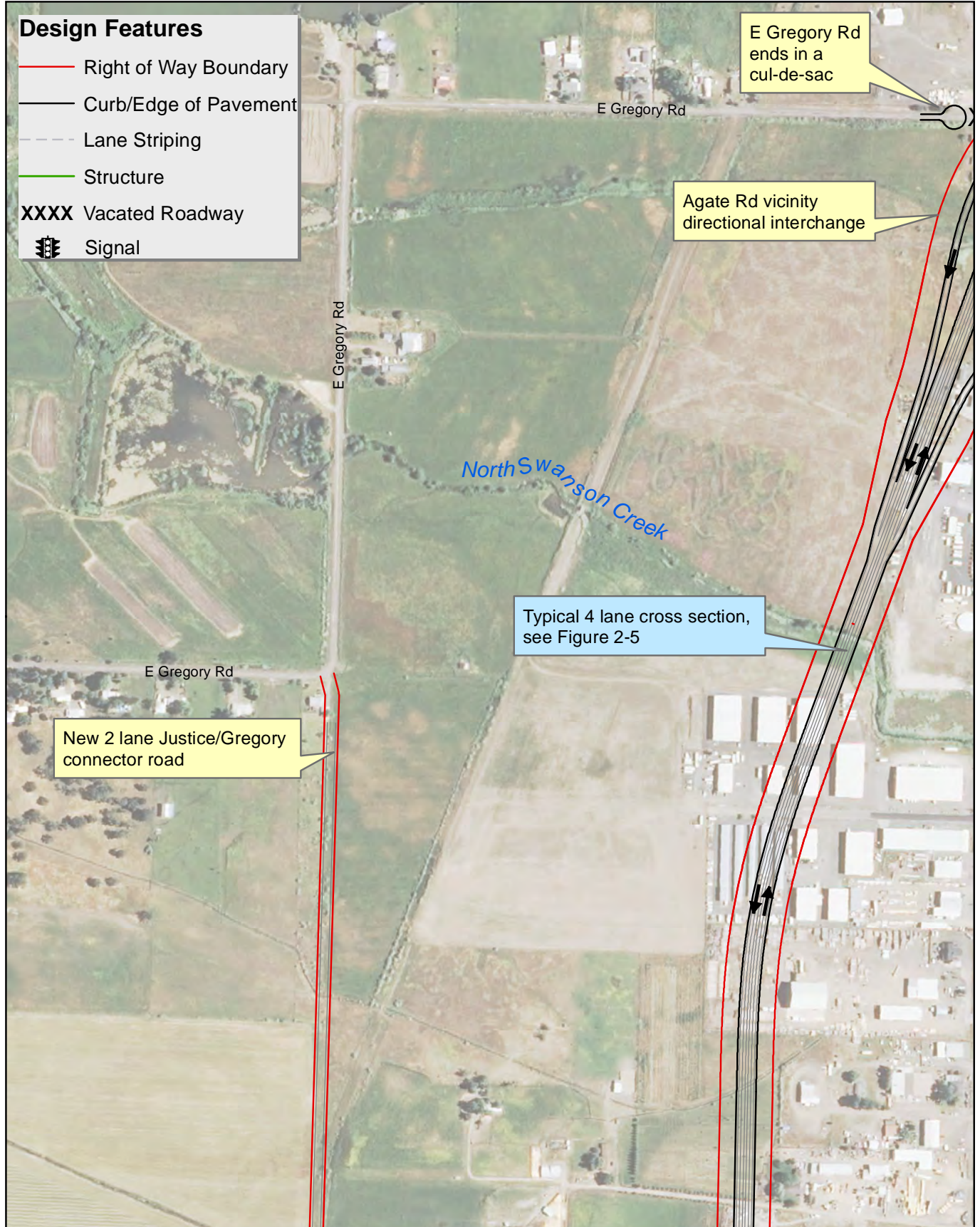


Figure ES-2: Sheet 8C of 13

OR 62 Build Alternatives - Design Mapset

8C of 13 - Design Option C

July 2012

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Feet

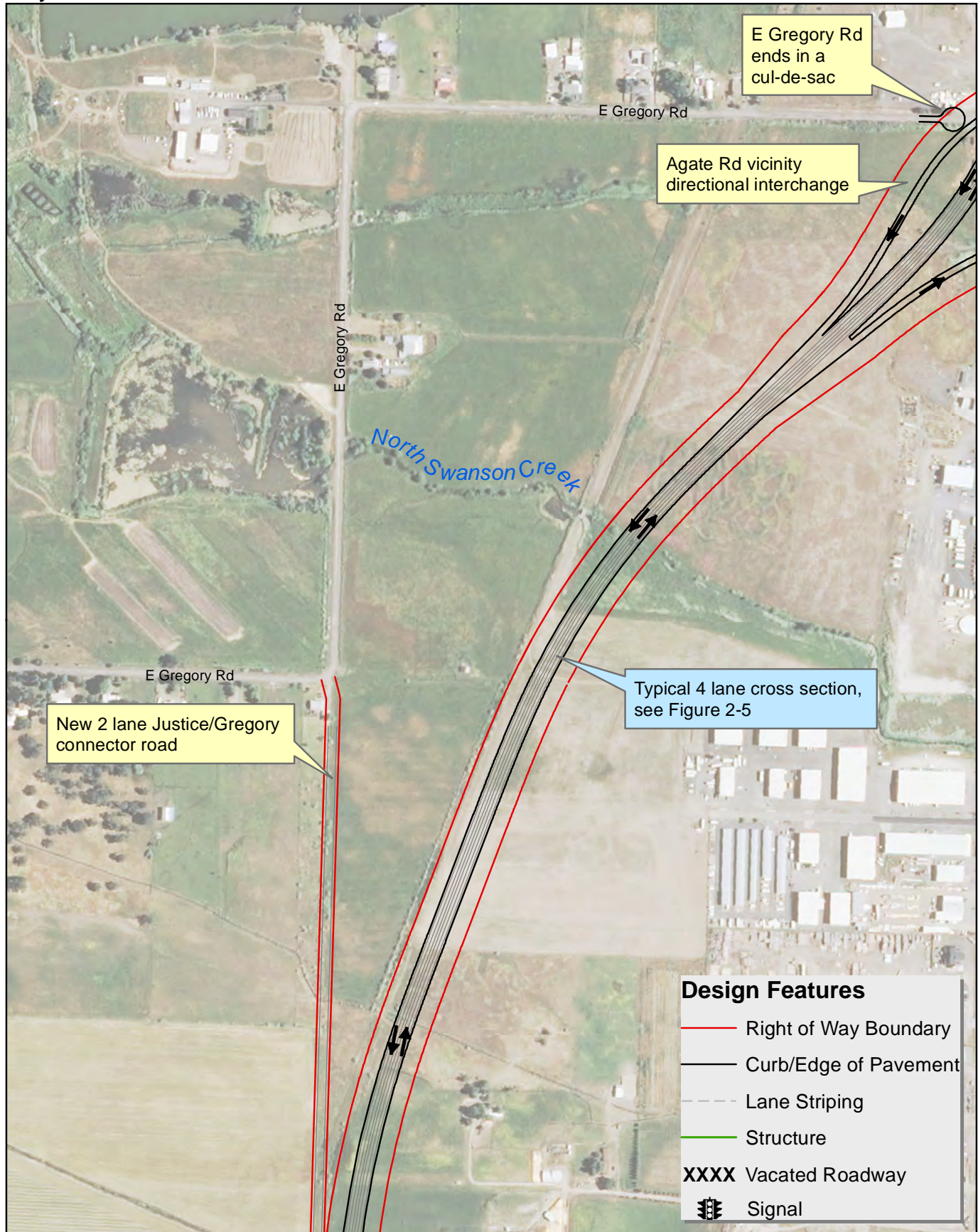


Figure ES-2: Sheet 8C FEIS of 13

OR 62 Preferred Alternative - Design Mapset
8C FEIS of 13 - Preferred Alternative
April 2013

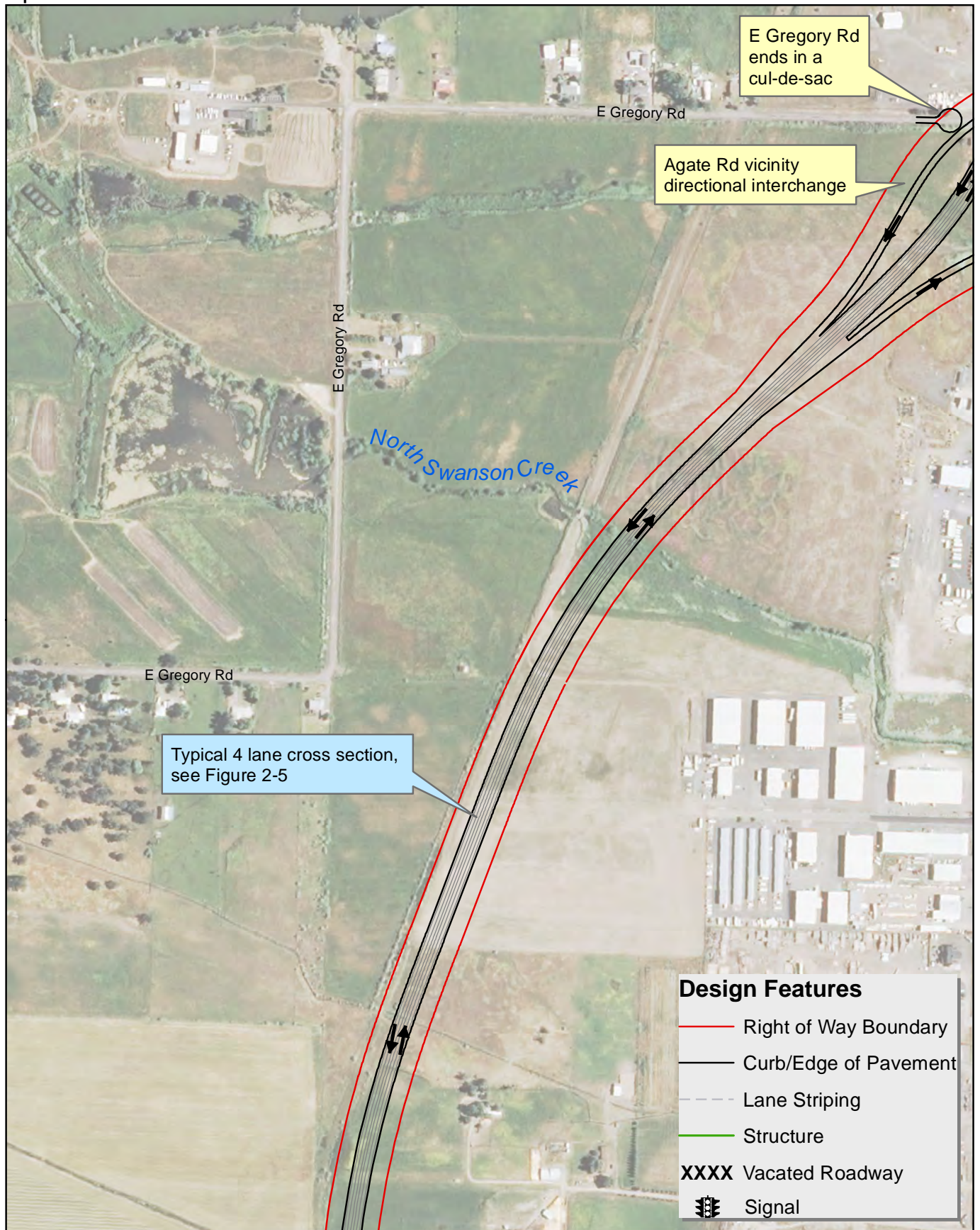
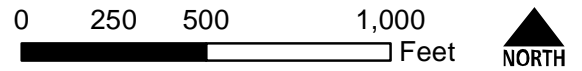


Figure ES-2: Sheet 9A of 13

OR 62 Build Alternatives - Design Mapset

9A of 13 - Design Option A

July 2012

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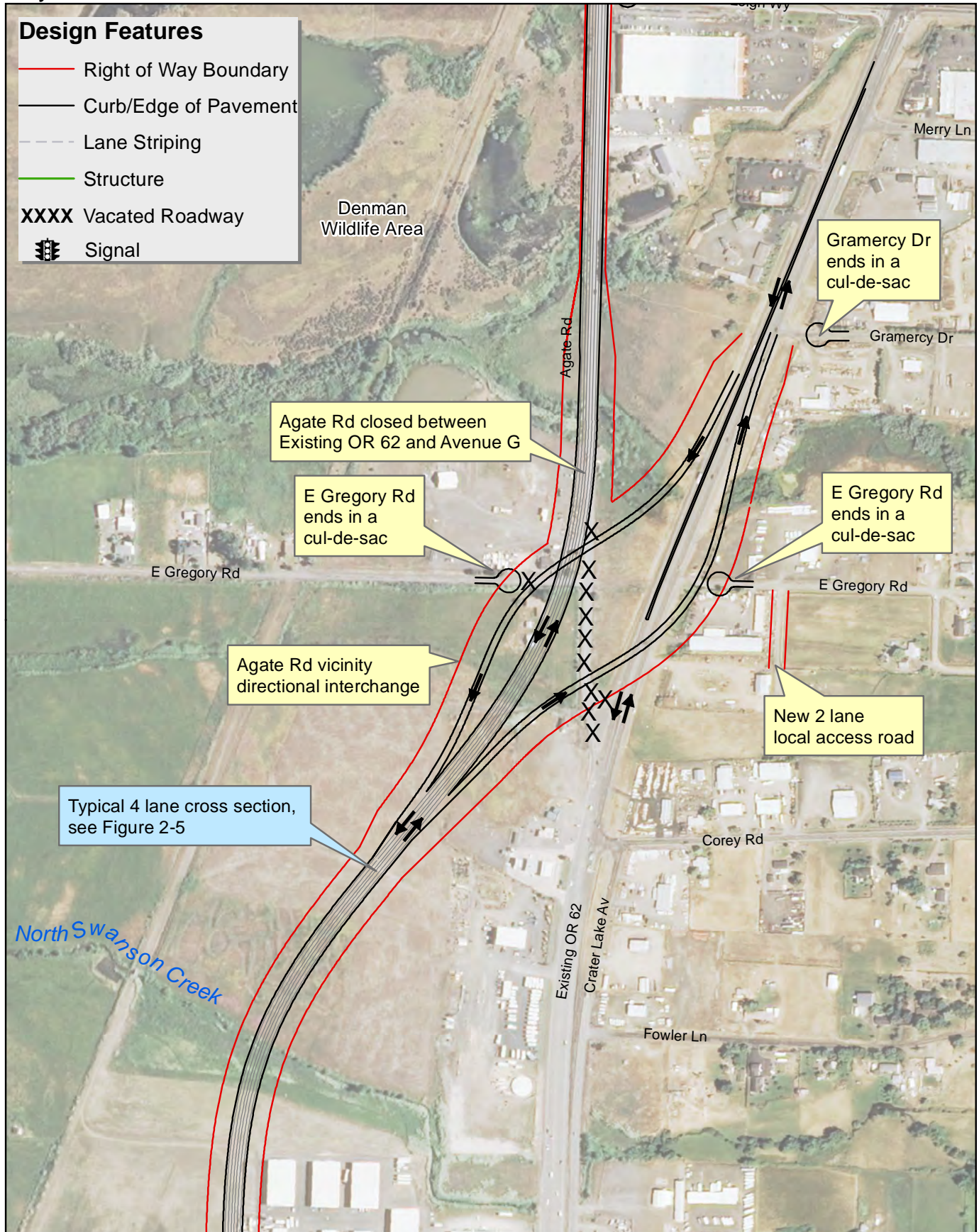


Figure ES-2: Sheet 9B of 13

OR 62 Build Alternatives - Design Mapset

9B of 13 - Build Option B

July 2012

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Feet

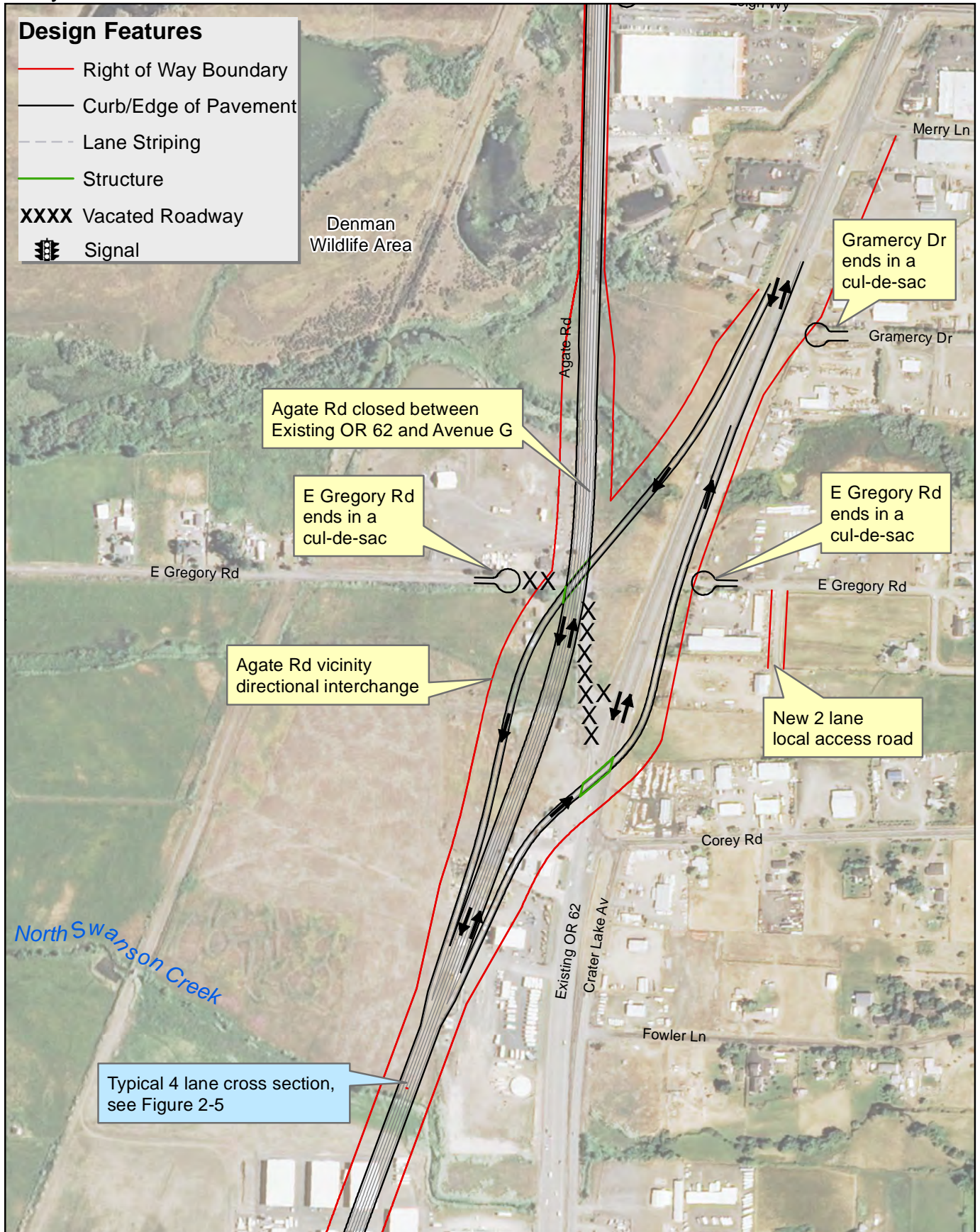


Figure ES-2: Sheet 9C of 13

OR 62 Build Alternatives - Design Mapset

9C of 13 - Design Option C

July 2012

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Feet

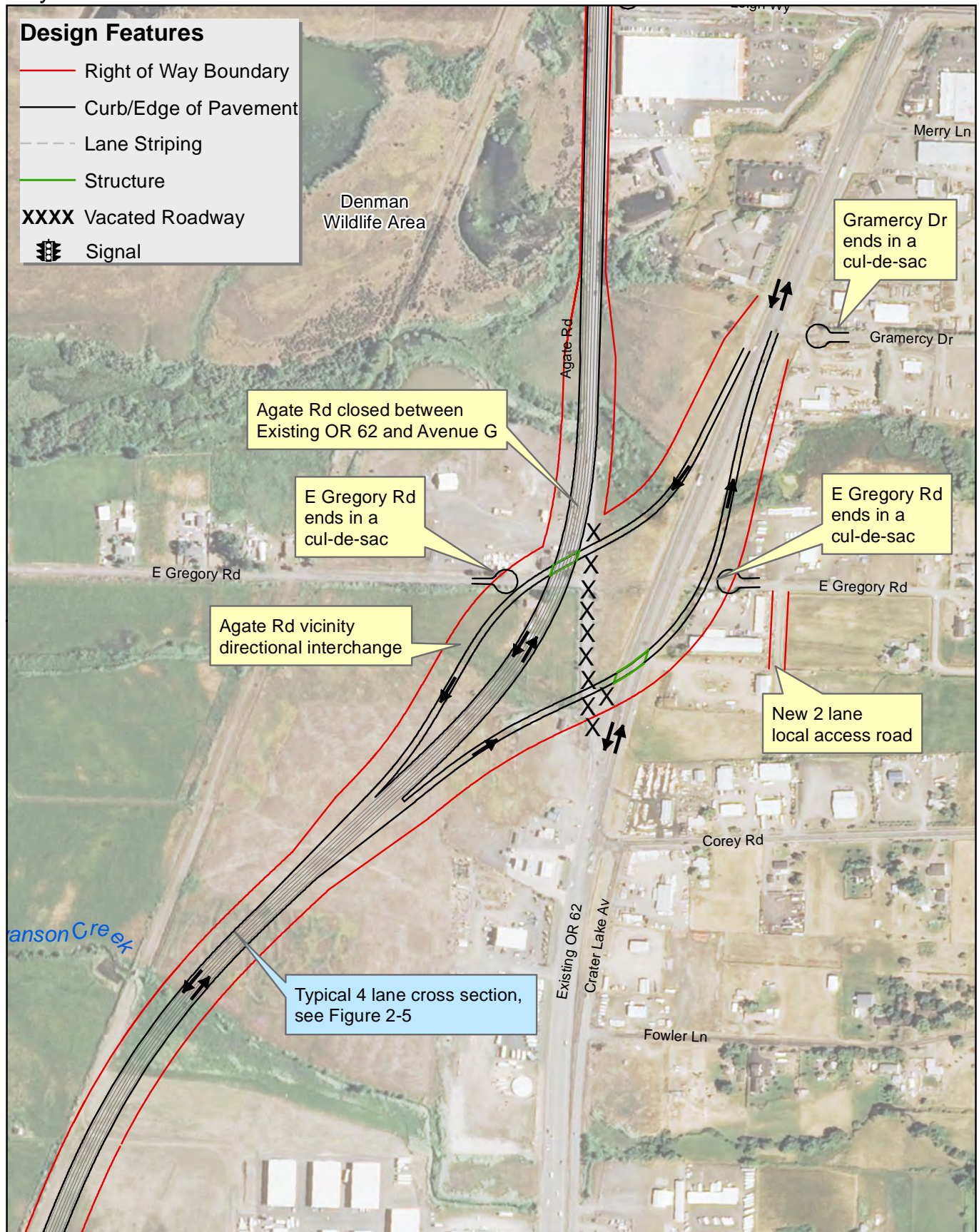
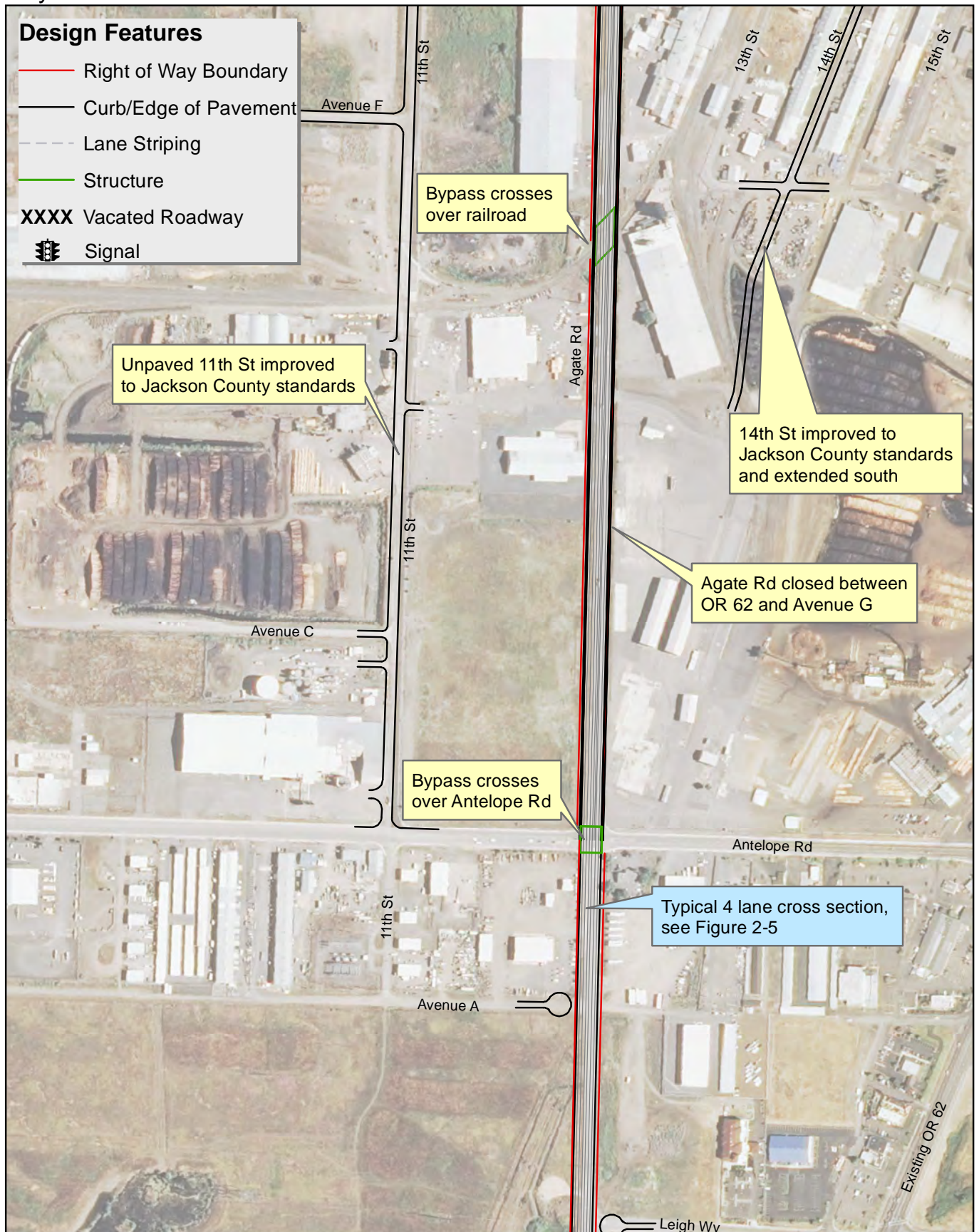


Figure ES-2: Sheet 10 of 13

OR 62 Build Alternatives - Design Mapset
10 of 13 - Common to Both Build Alternatives
July 2012

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Feet



OR 62 Build Alternatives - Design Mapset
 11 of 13 - Common to Both Build Alternatives
 July 2012

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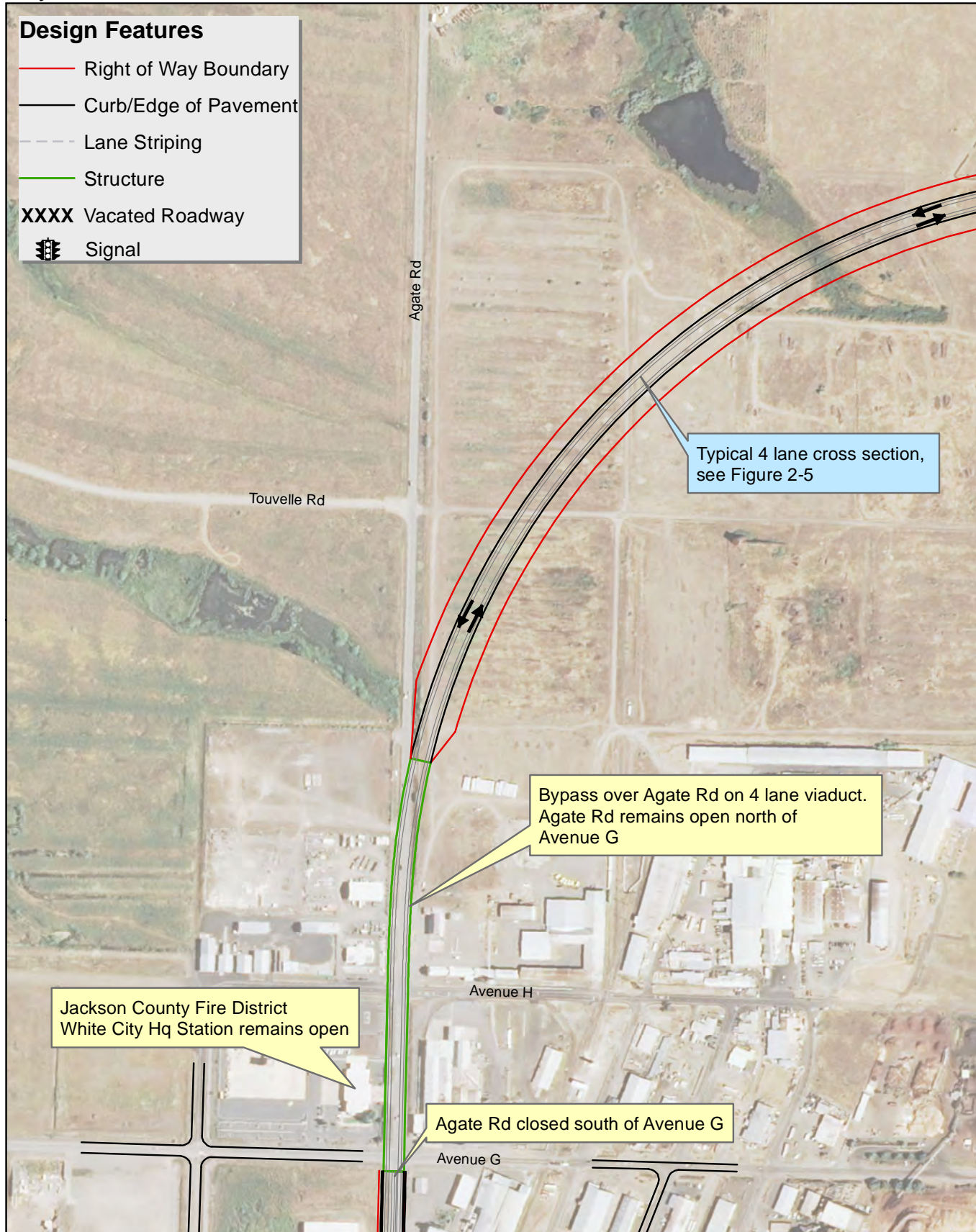


Figure ES-2: Sheet 12 of 13

OR 62 Build Alternatives - Design Mapset
 12 of 13 - Common to Both Build Alternatives
 July 2012

0 250 500 1,000
 Feet

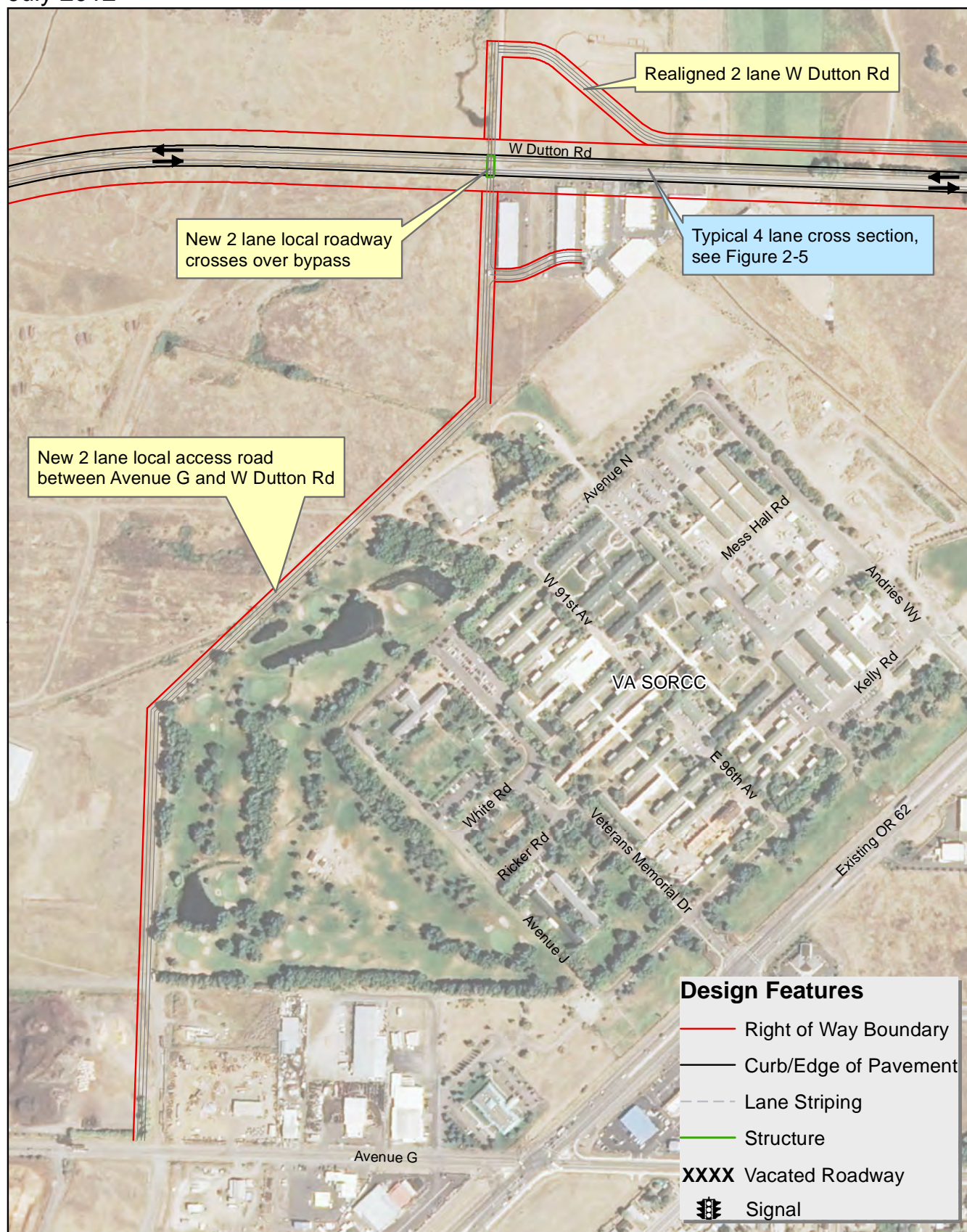
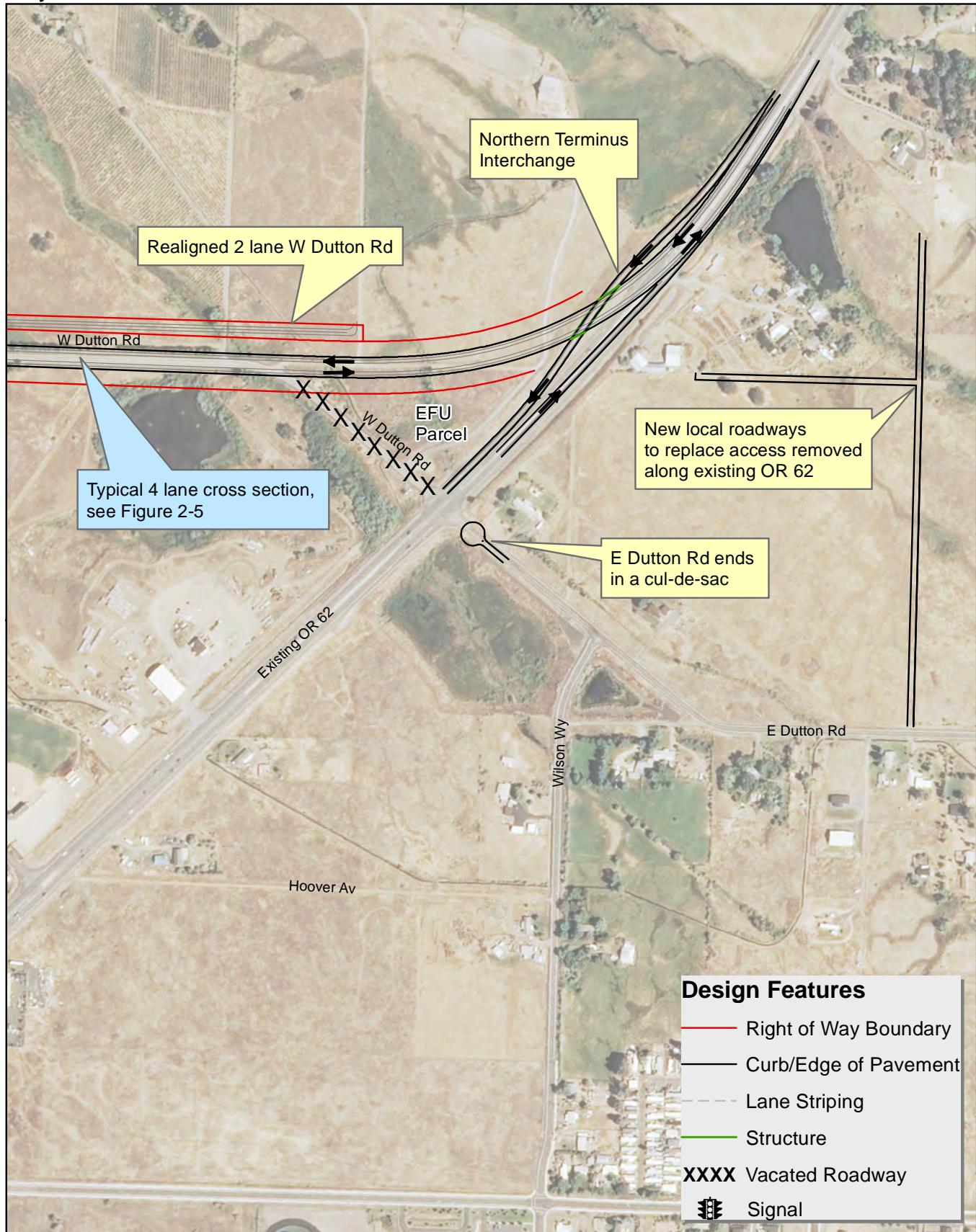


Figure ES-2: Sheet 13 of 13

OR 62 Build Alternatives - Design Mapset
13 of 13 - Common to Both Build Alternatives
July 2012

0 250 500 1,000
Feet



What is the JTA Phase?

ODOT plans to construct an initial phase, the JTA phase, using funds earmarked for the OR 62 project in the Jobs and Transportation Act (JTA), enacted by the Oregon Legislature in 2009.

If either of the build alternatives were selected as the preferred alternative, the JTA Phase would be built first; the remainder of the alternative would be built subsequently as funding is secured. The JTA Phase is not a separate alternative, but is the first construction phase, which would be identical under either alternative. Subsequent construction phases have not yet been identified due to financial constraints. Typically, specific design information and impacts of construction phasing are not developed to a level of detail needed to consider in a NEPA document. In this case, the first phase of construction has been identified and designed to a level that allows full consideration of the impacts. The relationship of the JTA Phase to the SD alternative is depicted on Figure ES-6 FEIS.

When adequate funding is available for phases subsequent to the JTA phase, those federally-funded phases will include appropriate NEPA consideration, likely beginning with a re-evaluation of this FEIS and ROD. Details about the timing, design, and extent of future phases have not yet been determined, but are dependent upon the availability of funding.

Figure ES-5 includes a detailed map set that depicts the JTA phase. The JTA phase is the first construction phase under either alternative and will be a four-lane, access-controlled bypass extending north from near I 5 and include grade separation with free-flowing movements at the southern terminus. The JTA phase will extend only to the southern boundary of White City, where it will connect to existing OR 62 at an intersection rather than an interchange. There will be no interchange at Vilas Road. Instead, the bypass will cross Vilas Road on an overpass.

As shown in Sheets 1A and 1B of Figure ES-5, the JTA phase's southern terminus interchange will allow free-flowing movements between the bypass and existing OR 62. Northbound vehicles on existing OR 62 will either continue north on existing OR 62 or take the proposed bypass to travel north. Southbound vehicles on the bypass and existing OR 62 will merge. A U-turn at the intersection of Poplar Drive/Bullock Road with OR 62 will allow southbound vehicles on existing OR 62 to enter the bypass northbound and southbound vehicles on the bypass to take existing OR 62 northbound.

The southern terminus interchange will require the modification of some driveways that currently connect to existing OR 62 between I-5 and Delta Waters Road. The JTA phase will not affect the existing intersection of OR 62 and Poplar Drive/Bullock Road, except that the U-turn allowed there will allow southbound traffic access to the businesses on the east side of existing OR 62. There will be no local street modifications in the southern terminus area.

North of the southern terminus interchange, the bypass will follow the same alignment as the build alternatives and Commerce Drive and Coker Butte Road will be terminated at the bypass, as shown on Sheet 2 of Figure ES-5. A new connection to the USCIS facility will be built, as with the build alternatives. However, the JTA phase will not include any of the other changes to local roads in the vicinity of Vilas Road that would be made under the build alternatives, as shown on Sheet 3 of Figure ES-5.

Due to the design refinements that have occurred since the publication of the DEIS, under the JTA phase, the bypass will cross over Commerce Drive on an elevated structure and Commerce Drive will not terminate in a cul-de-sac. Commerce Drive will continue under the bypass and connect to an approach road serving the USCIS facility and other buildings. As a result of this connection, the new roadway to the USCIS facility from Vilas Road via Airway Drive is no longer necessary and will not be constructed. These changes are shown on Sheets 2 FEIS and 3 FEIS of Figure ES-5.

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North of Vilas Road, the design options are the same as under the build alternatives, Justice Road will terminate on both sides of the bypass, and the Justice/Gregory connector road will be built, as shown on Figure ES-5 Sheets 4A, B, and C and 5A, B, and C. The intersection of the bypass with existing OR 62 will be signalized and allow all movements between the bypass and existing OR 62, except for left turns onto the bypass from existing OR 62 northbound, as shown on Sheets 6A, B, and C of Figure ES-5. In addition, there will be a one-way southbound connection from Agate Road to the bypass to accommodate truck traffic from OR 140 westbound and White City industries. Because the existing intersection of Corey Road and OR 62 will be too close to the bypass intersection, it will be eliminated. Crater Lake Avenue will be extended north to Gramercy Drive. Vehicles from Corey and Gregory Roads will use Gramercy Drive to access OR 62.

Due to the design refinements that have occurred since the distribution of the DEIS, the Justice/Gregory connector road has been eliminated from the JTA phase to reduce project cost and will not be constructed. The estimated cost savings is \$1.6 million (ODOT 2012). Justice Road will end in a cul-de-sac on both the east and west side of the bypass. Gates will be included at the end of each cul-de-sac to allow emergency vehicles to enter or leave the bypass, providing for better emergency response times. These changes are shown on Sheets 4C FEIS and 5C FEIS of Figure ES-5.

The design of the northern terminus of the JTA phase has been changed slightly from the design described above. A left turn lane from OR 62 northbound onto the bypass has been added to the intersection of the bypass with existing OR 62. On the east side of OR 62, Corey Road and East Gregory Road will intersect with Crater Lake Avenue, but not with OR 62. To replace the connections to OR 62 that East Gregory and Corey Roads now provide, Fowler Lane will be extended to intersect with OR 62. Crater Lake Avenue will be realigned between Lotus Lane and Corey Road to separate its intersection with Crater Lake Avenue from its intersection with OR 62. This will no longer make the Crater Lake Avenue extension north to Gramercy Drive necessary. These changes are shown on Sheet 6C FEIS of Figure ES-5.

Figure ES-5

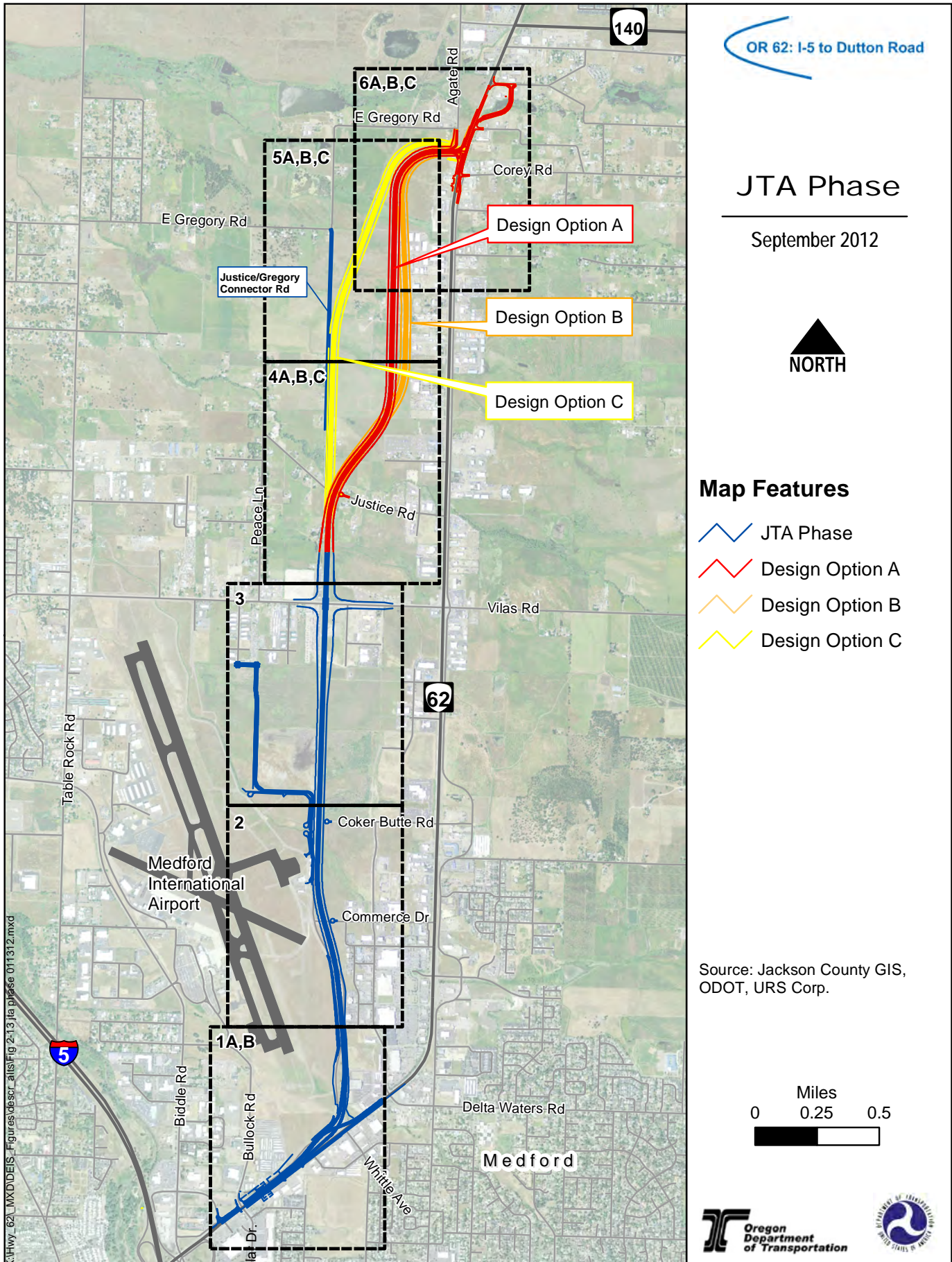
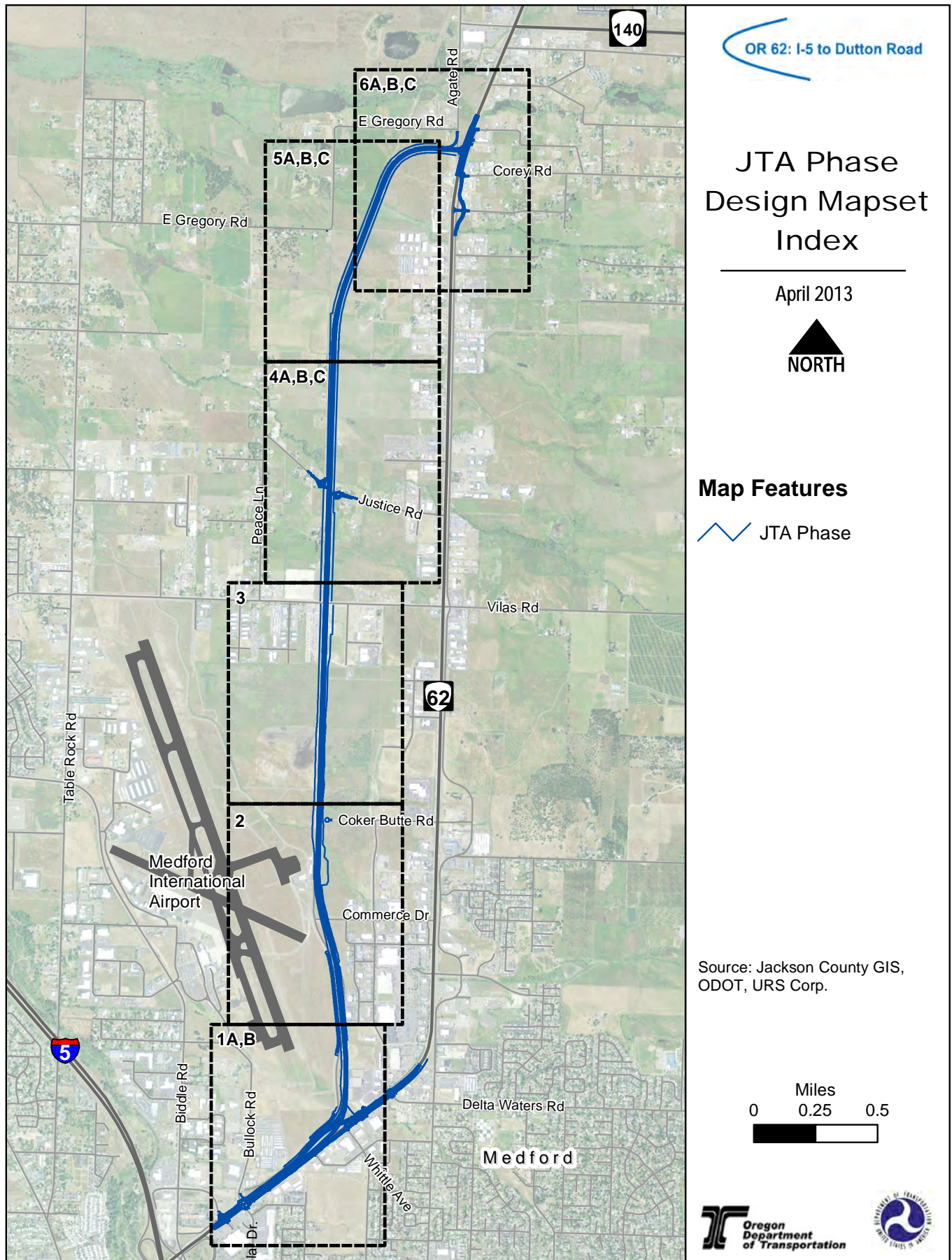


Figure ES-5 FEIS



OR 62 JTA Phase - Design Mapset

1A of 6

July 2012

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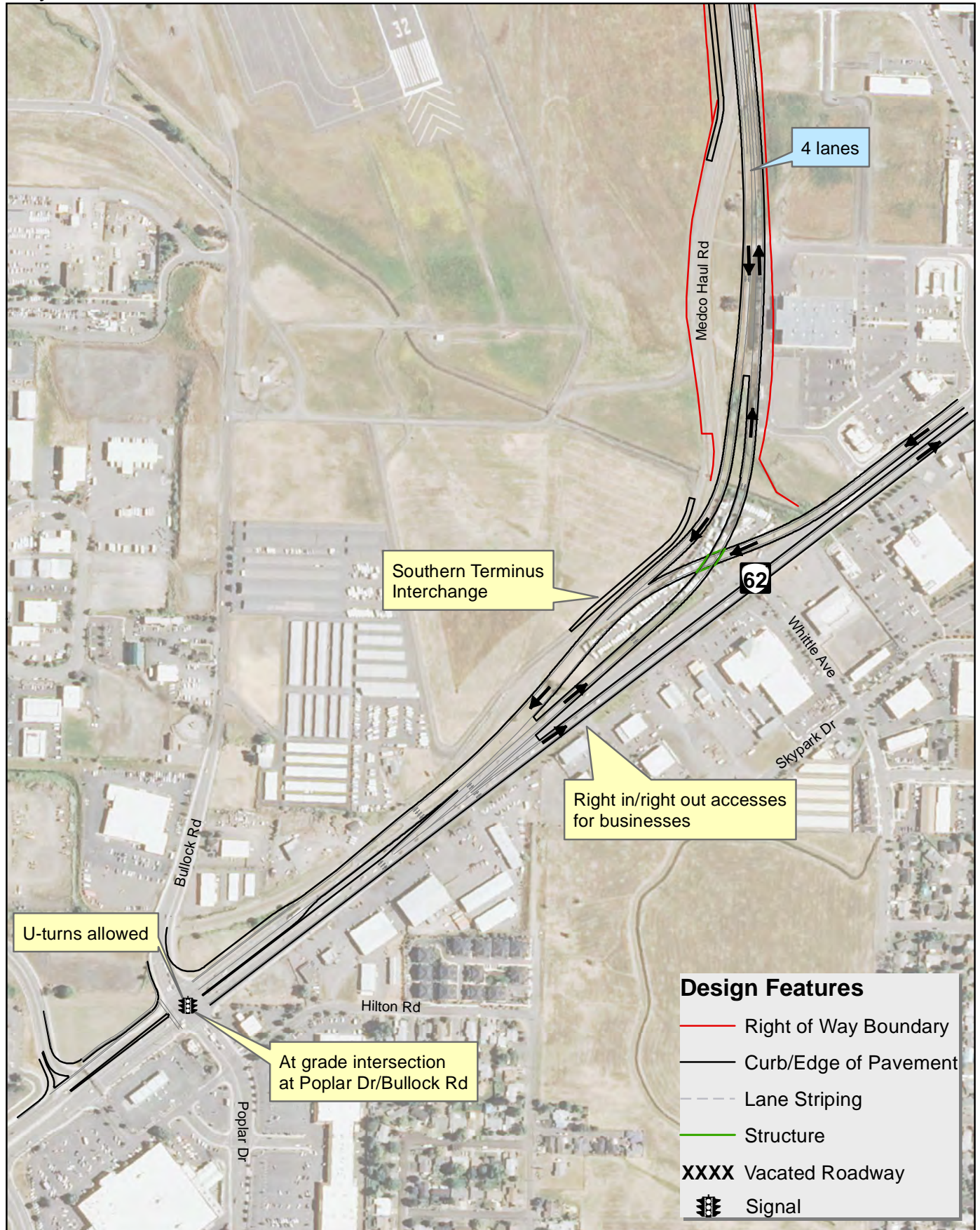


Figure ES-5: Sheet 1B of 6

OR 62 JTA Phase - Design Mapset
 1B of 6 - JTA Phase Southern Interchange Detail
 July 2012

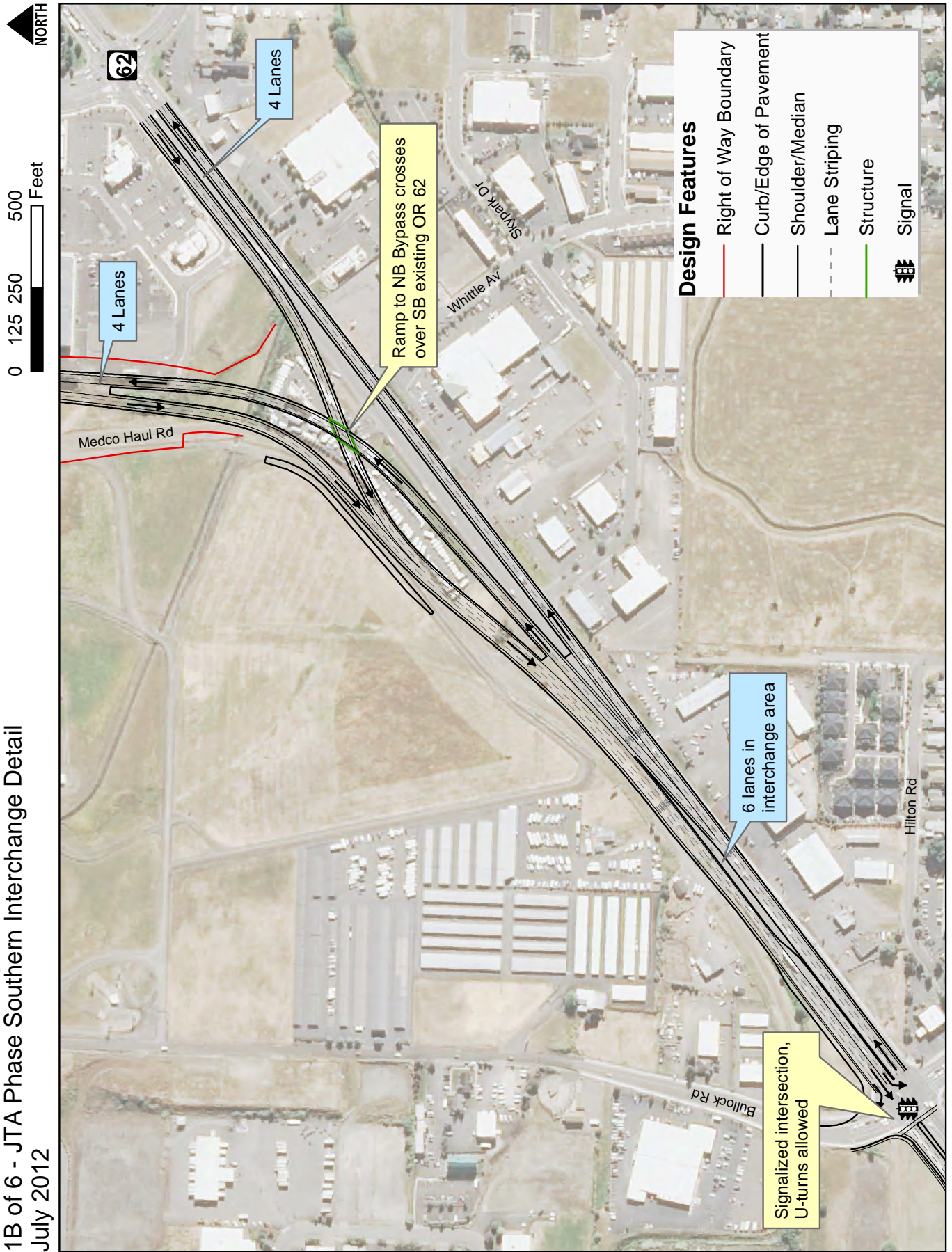


Figure ES-5: Sheet 2 of 6

OR 62 JTA Phase - Design Mapset

2 of 6

July 2012

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Feet

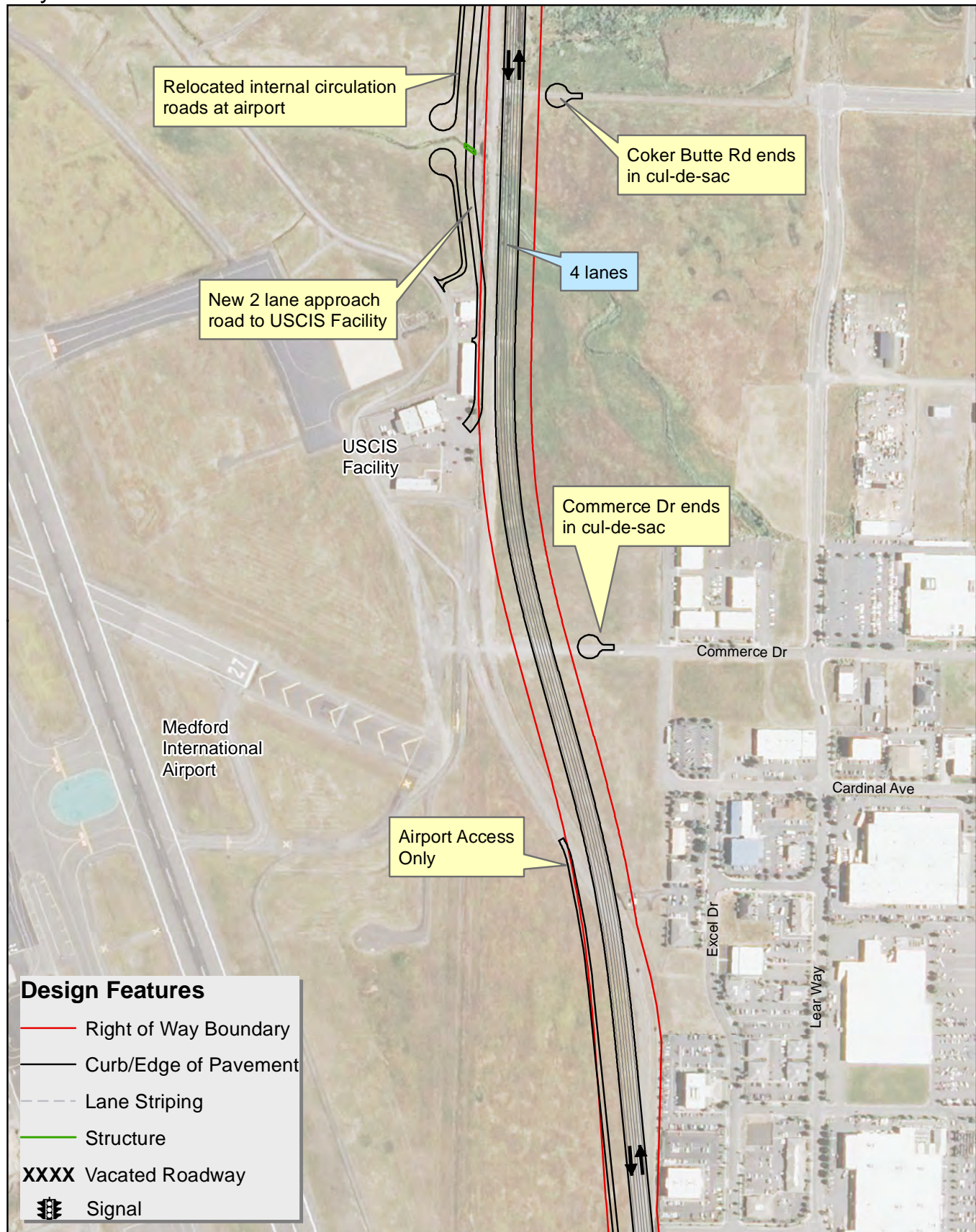


Figure ES-5: Sheet 2 FEIS of 6

OR 62 JTA Phase - Design Mapset
2 FEIS of 6
April 2013

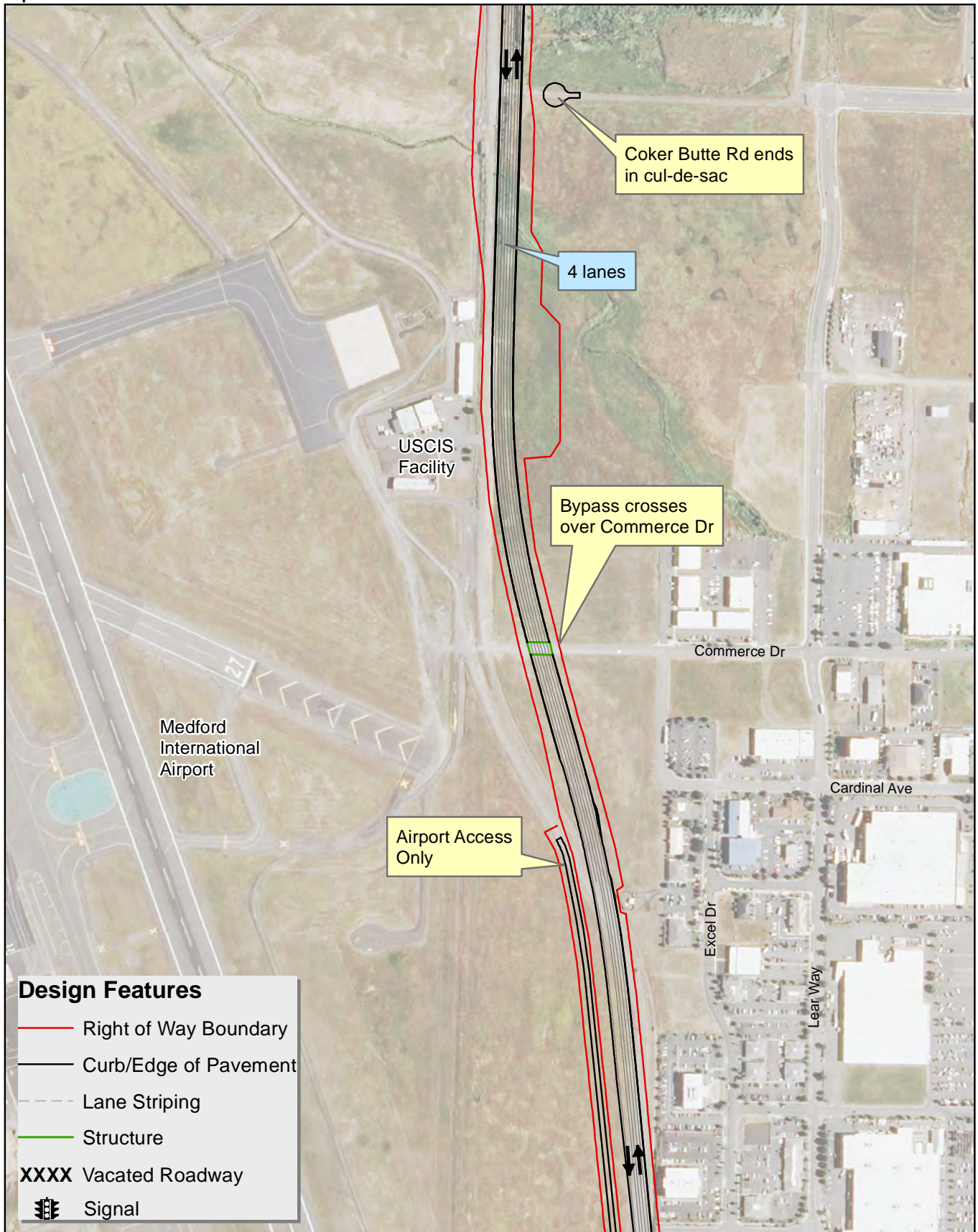
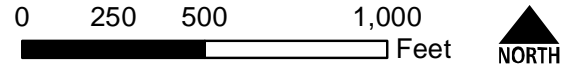


Figure ES-5: Sheet 3 of 6

OR 62 JTA Phase - Design Mapset

3 of 6

July 2012

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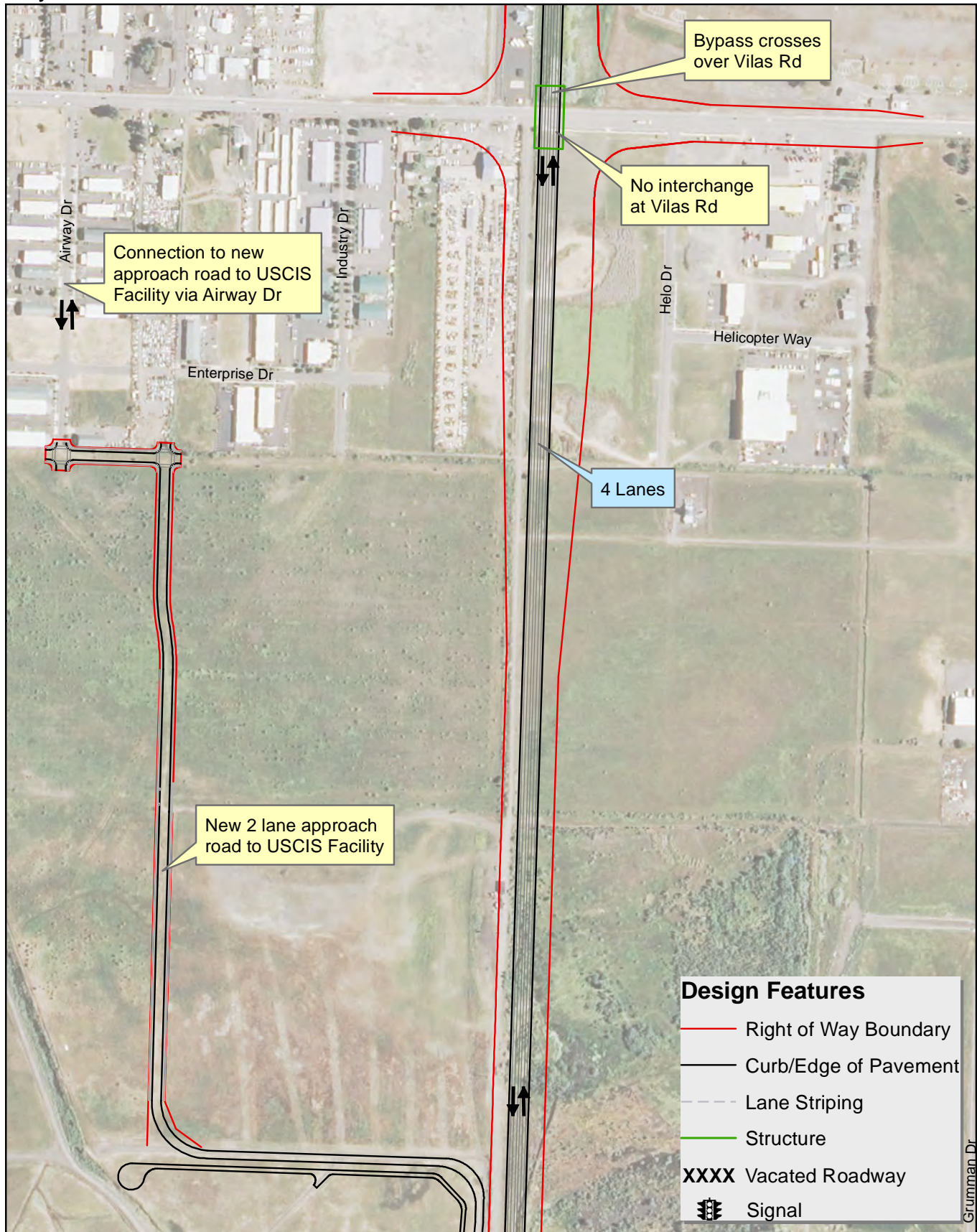


Figure ES-5: Sheet 3 FEIS of 6

OR 62 JTA Phase - Design Mapset

3 FEIS of 6

April 2013

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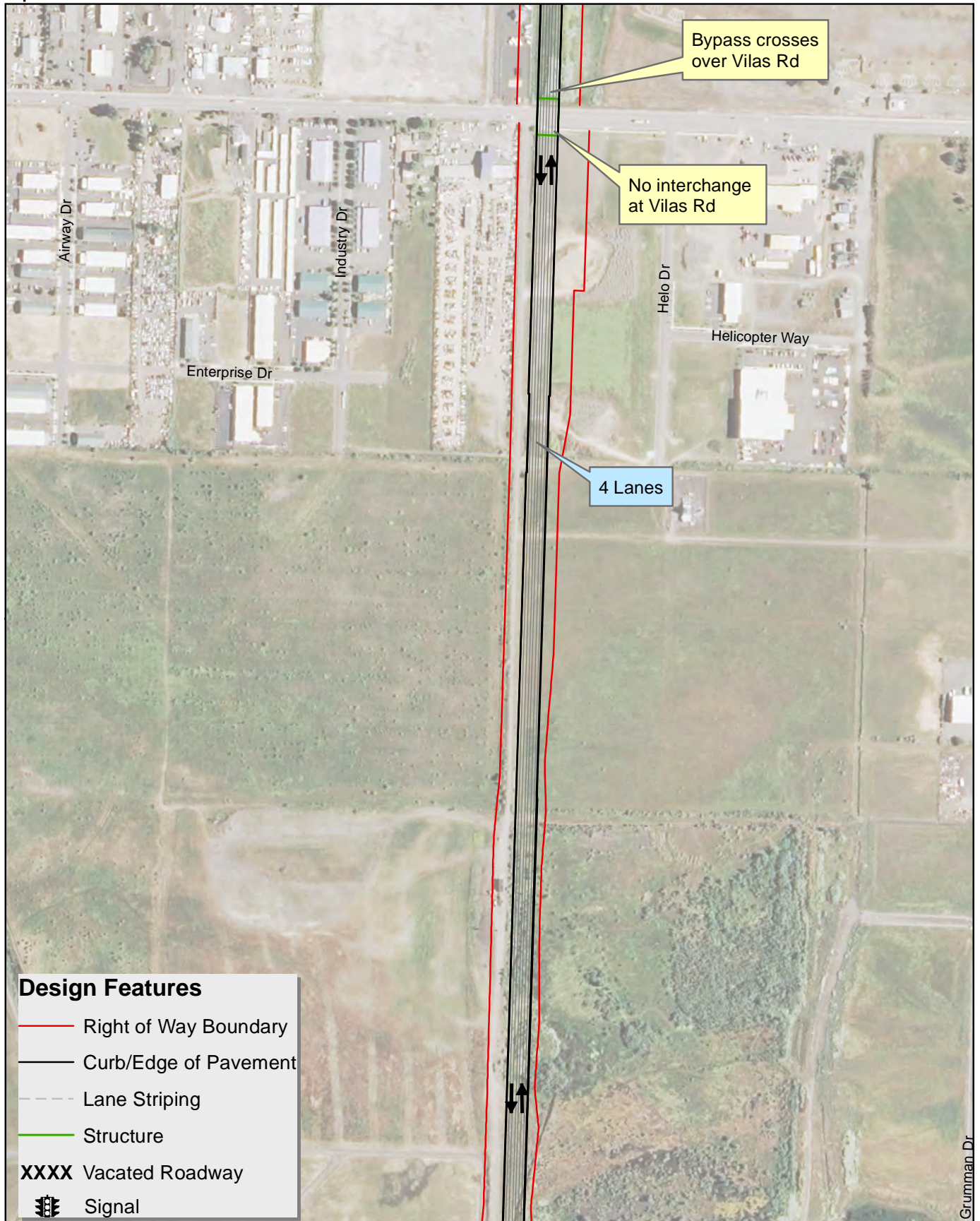


Figure ES-5: Sheet 4A of 6

OR 62 JTA Phase - Design Mapset
4A of 6 - JTA Option A
July 2012

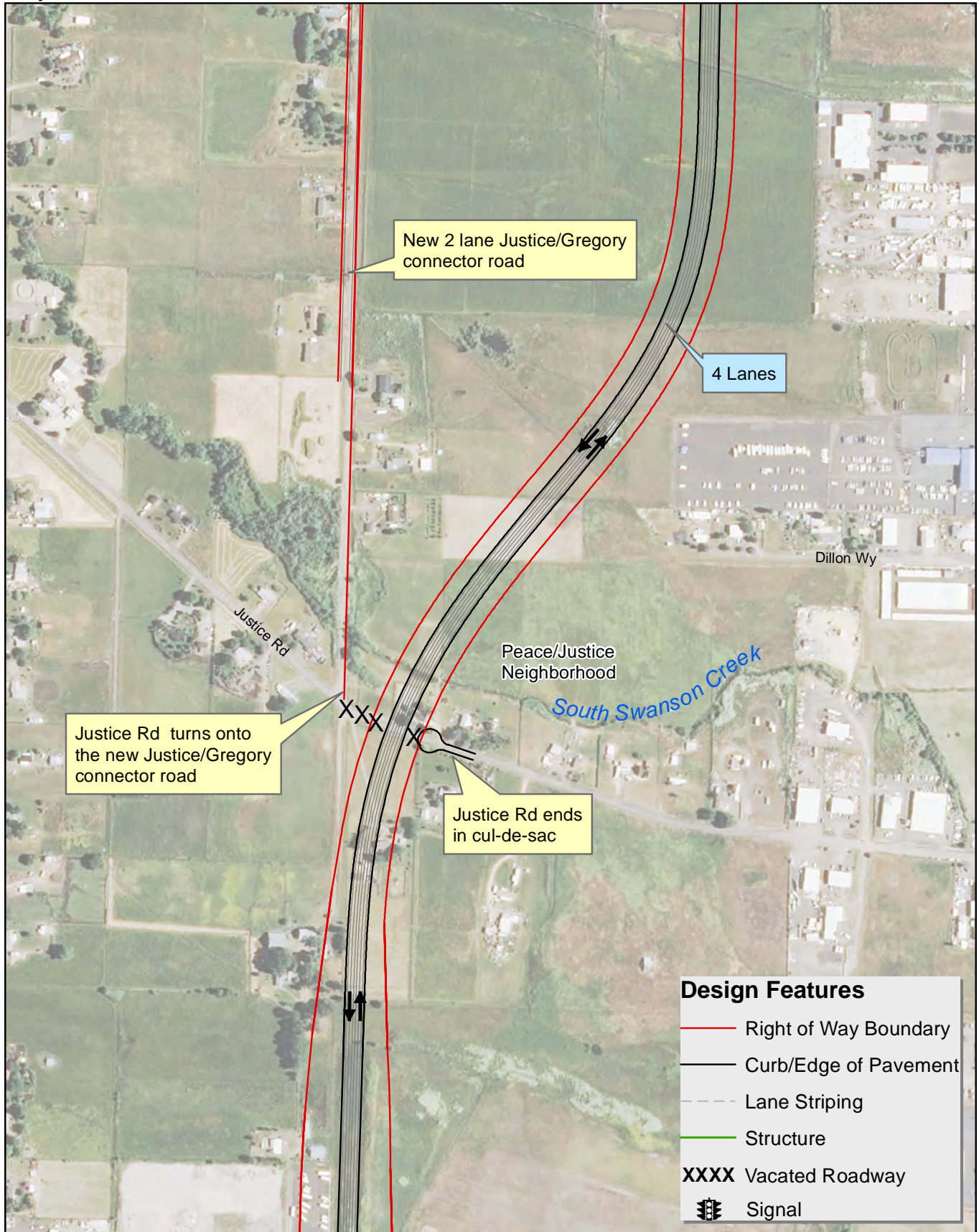
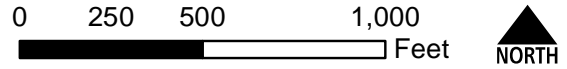


Figure ES-5: Sheet 4B of 6

OR 62 JTA Phase - Design Mapset
4B of 6 - JTA Option B
July 2012

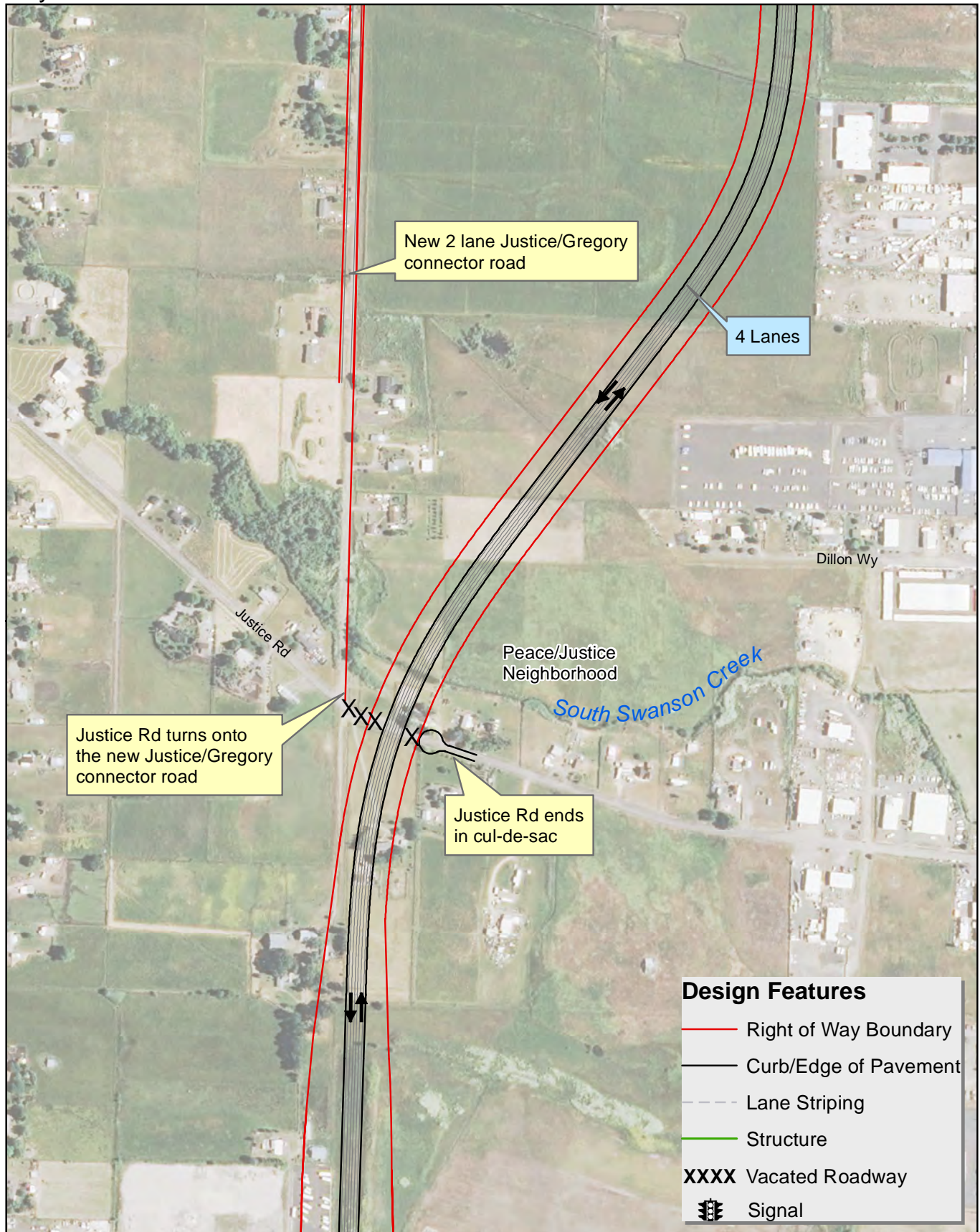
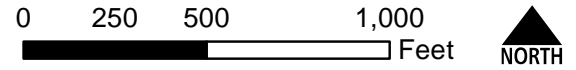


Figure ES-5: Sheet 4C of 6

OR 62 JTA Phase - Design Mapset

4C of 6 - JTA Option C

July 2012

0 250 500 1,000
Feet



Design Features

- Right of Way Boundary
- Curb/Edge of Pavement
- - - Lane Striping
- Structure
- XXXX Vacated Roadway
- Signal

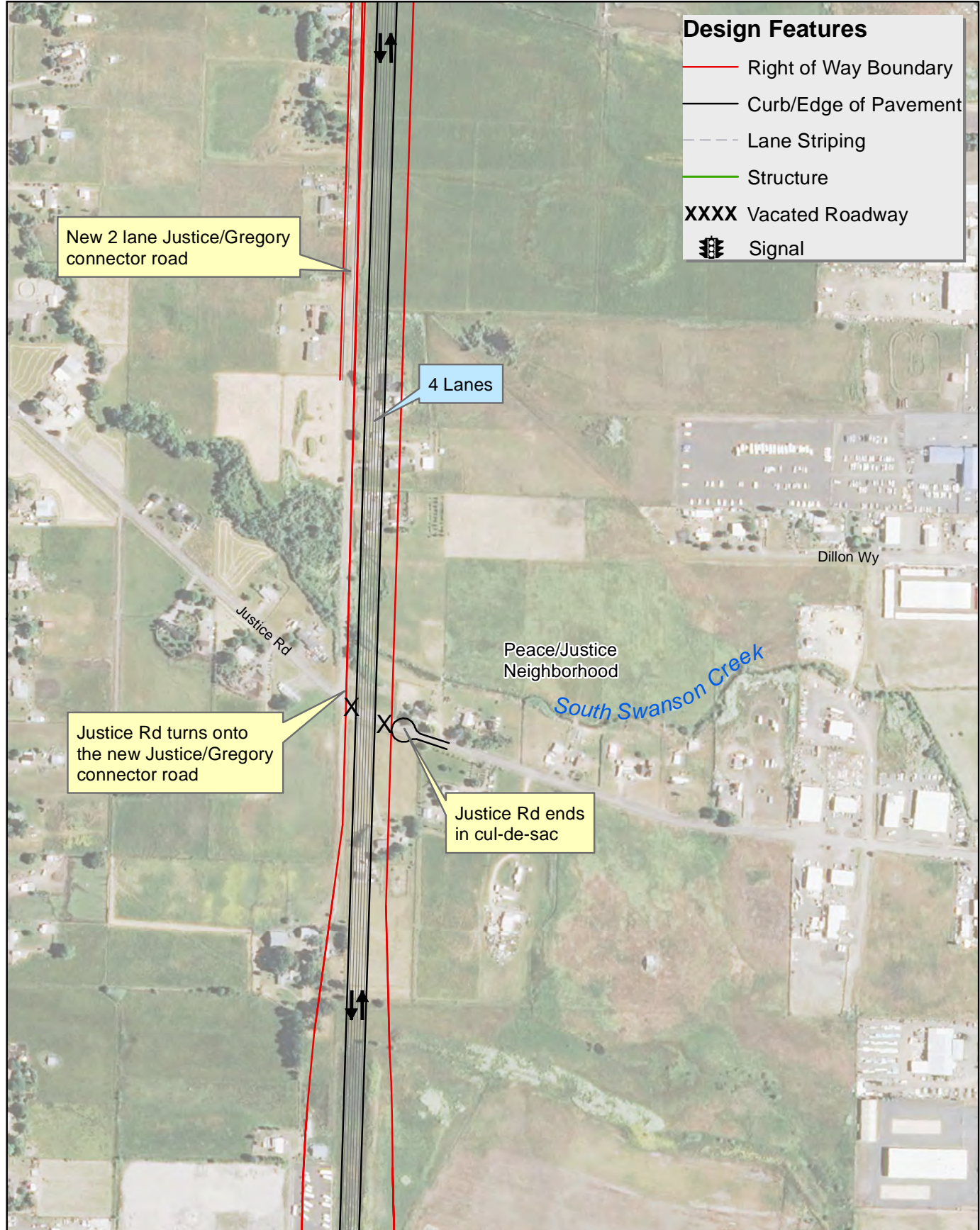


Figure ES-5: Sheet 4C FEIS of 6

OR 62 JTA Phase - Design Mapset
4C FEIS of 6
April 2013

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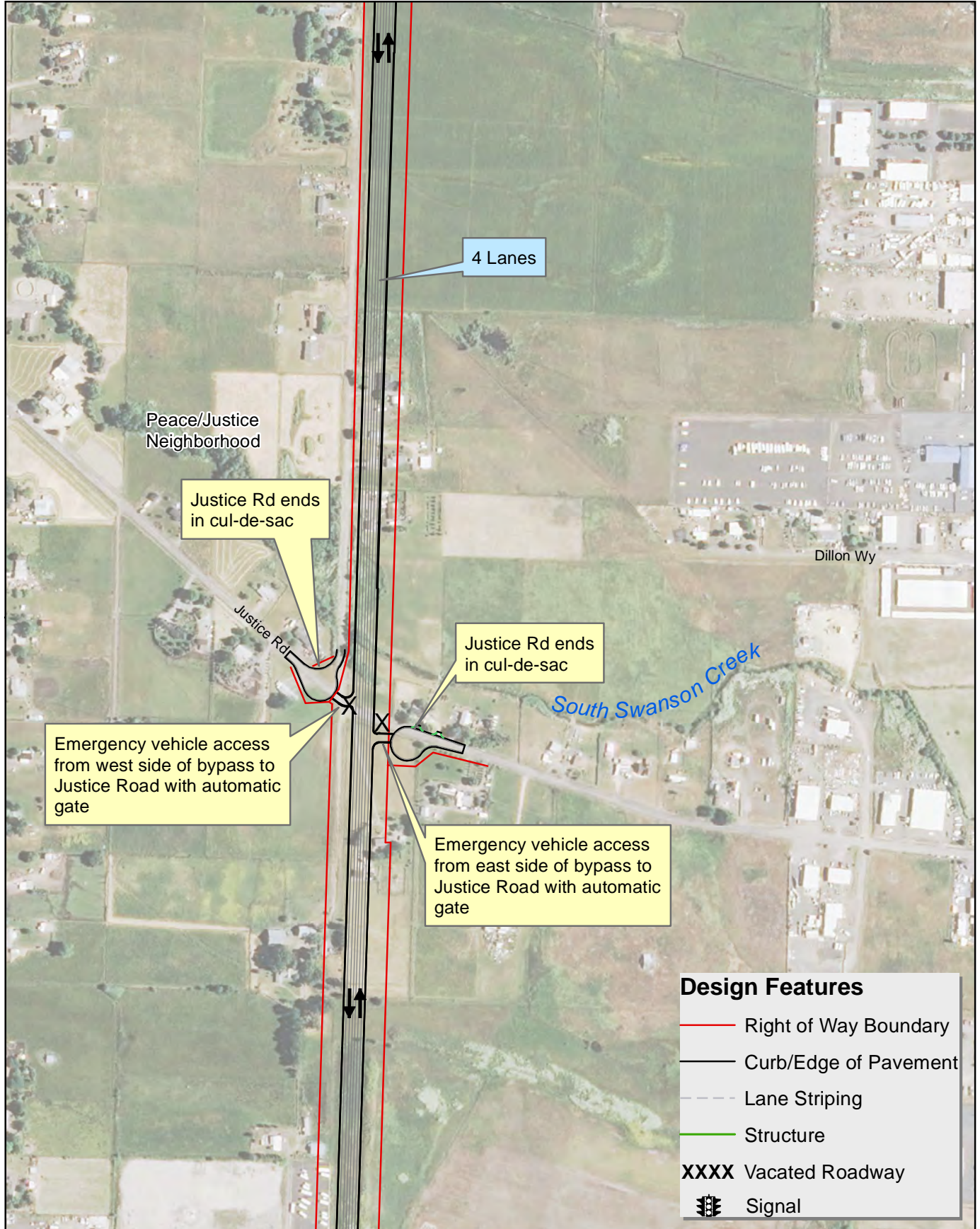


Figure ES-5: Sheet 5A of 6

OR 62 JTA Phase - Design Mapset


5A of 6 - JTA Option A

July 2012

0 250 500 1,000 Feet



Design Features

- Right of Way Boundary
- Curb/Edge of Pavement
- Lane Striping
- Structure
- XXXX** Vacated Roadway
-  Signal

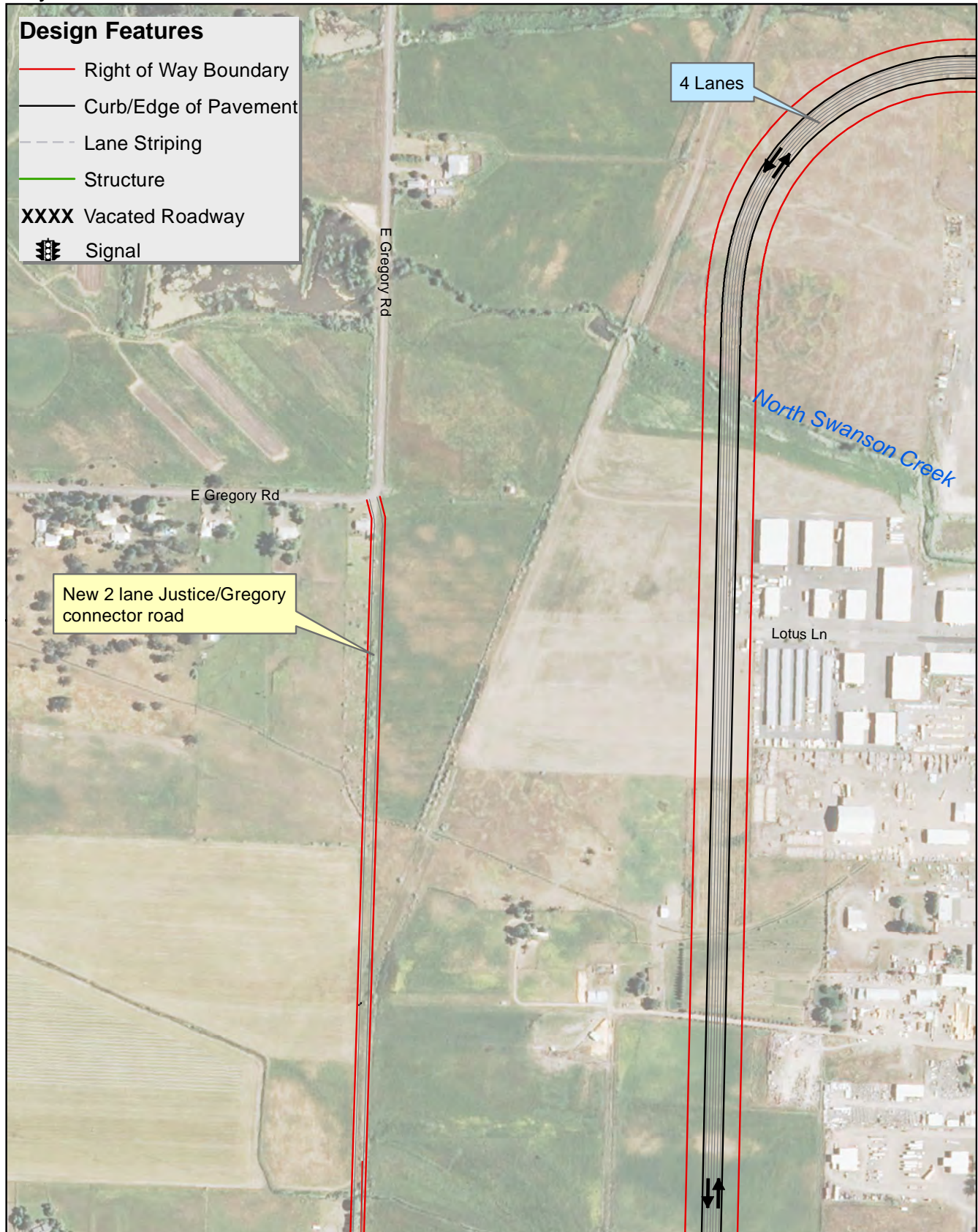


Figure ES-5: Sheet 5B of 6

OR 62 JTA Phase - Design Mapset
5B of 6 - JTA Option B
July 2012

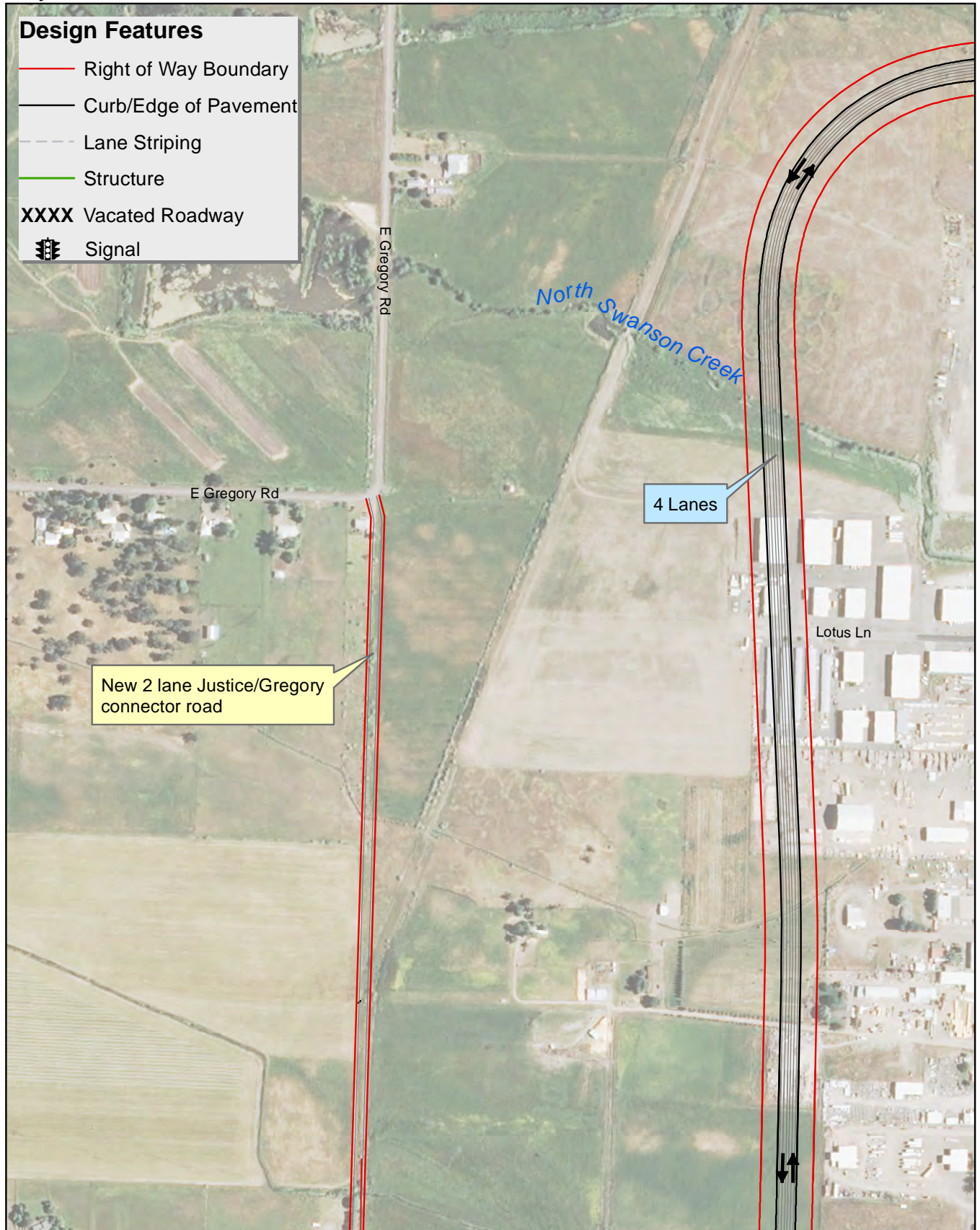
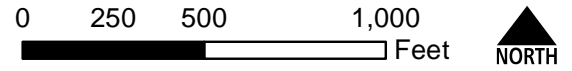


Figure ES-5: Sheet 5C of 6

OR 62 JTA Phase - Design Mapset
5C of 6 - JTA Option C
July 2012

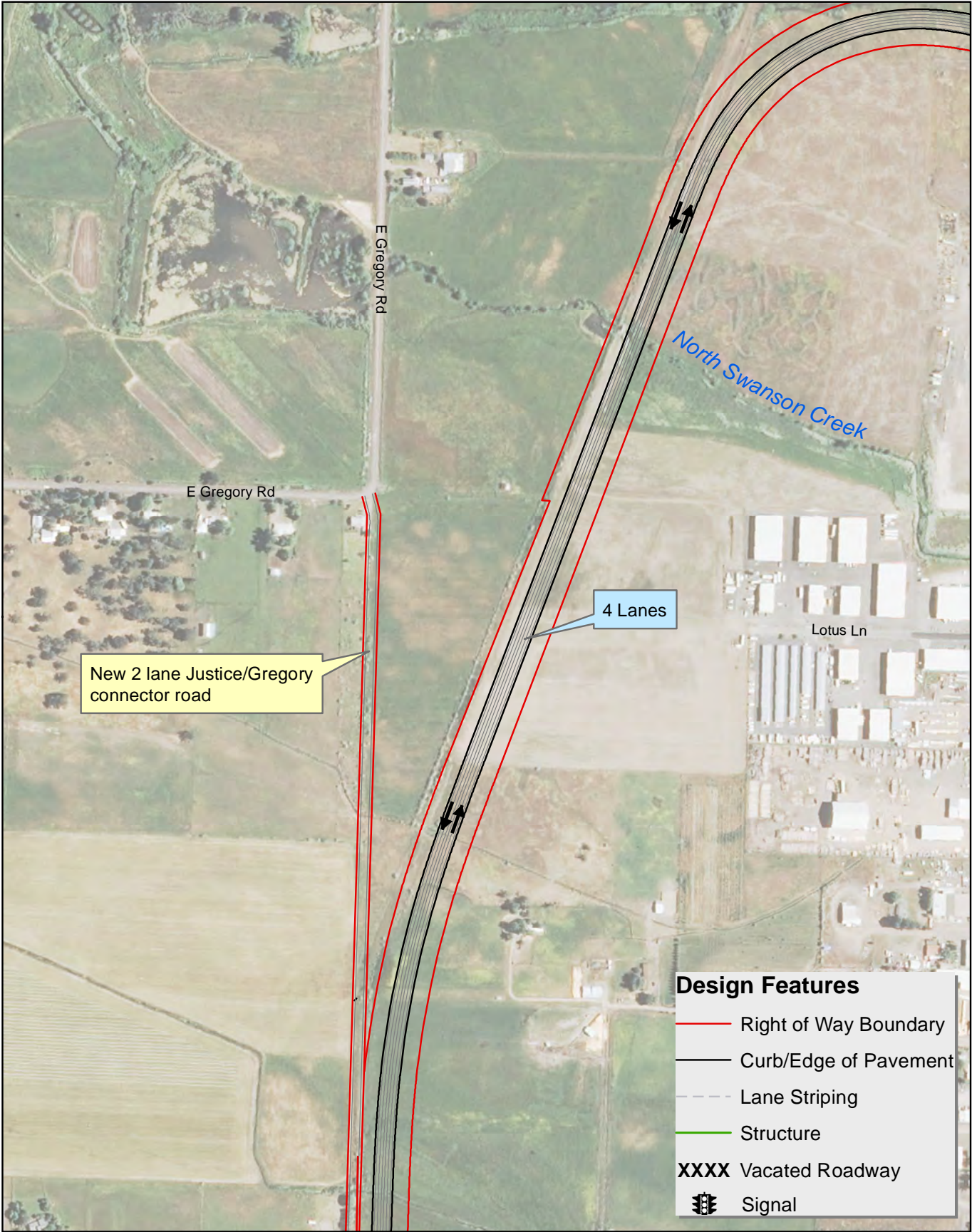
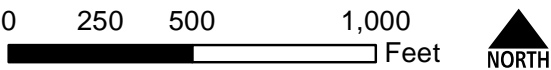


Figure ES-5: Sheet 5C FEIS of 6

OR 62 JTA Phase - Design Mapset

5C FEIS of 6

April 2013

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Figure ES-5: Sheet 6A of 6

OR 62 JTA Phase - Design Mapset

6A of 6 - JTA Option A

July 2012

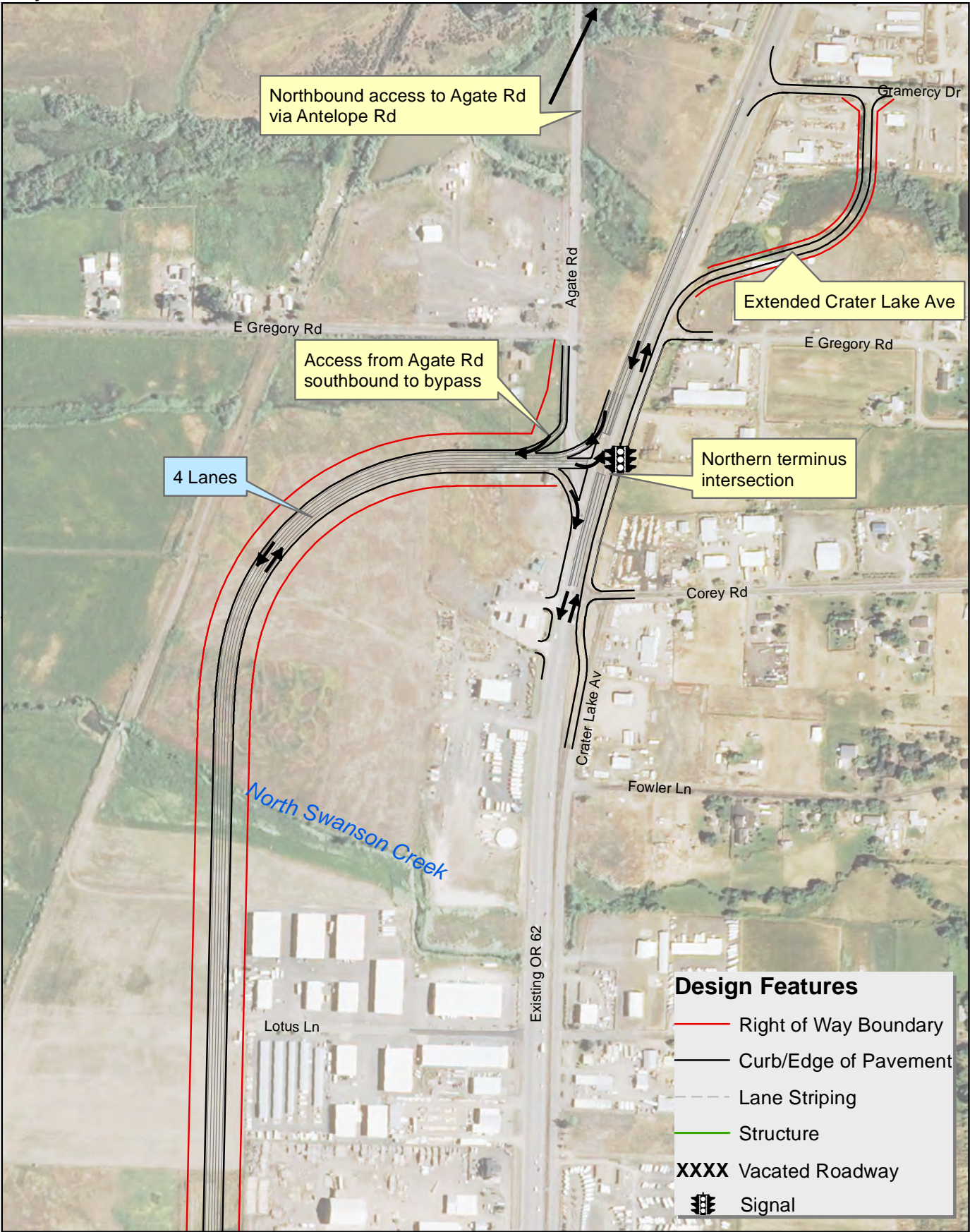
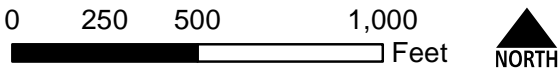


Figure ES-5: Sheet 6B of 6

OR 62 JTA Phase - Design Mapset
6B of 6 - JTA Option B
July 2012

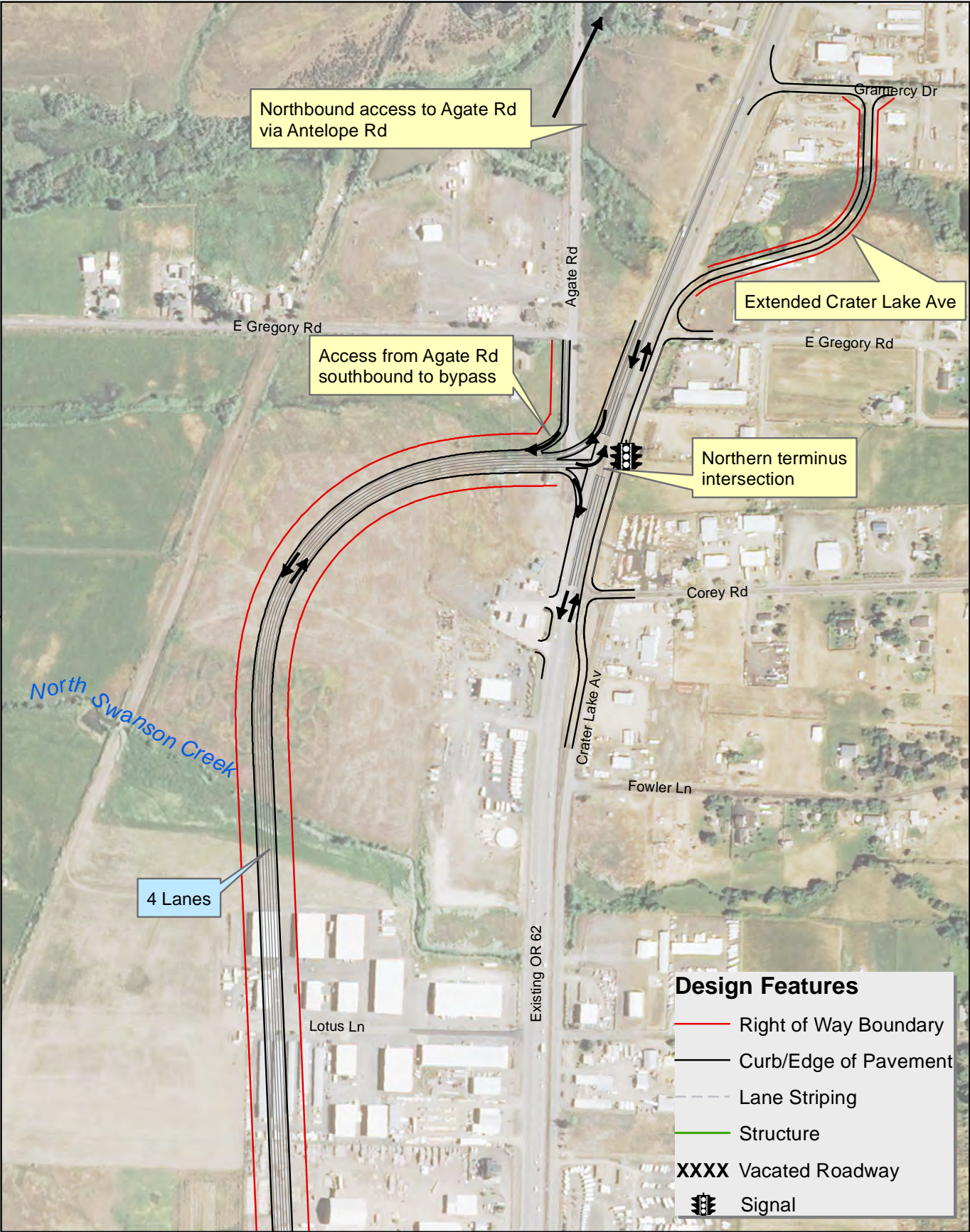
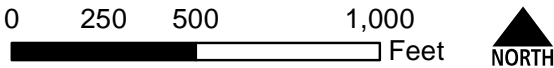


Figure ES-5: Sheet 6C of 6

OR 62 JTA Phase - Design Mapset
6C of 6 - JTA Option C
July 2012

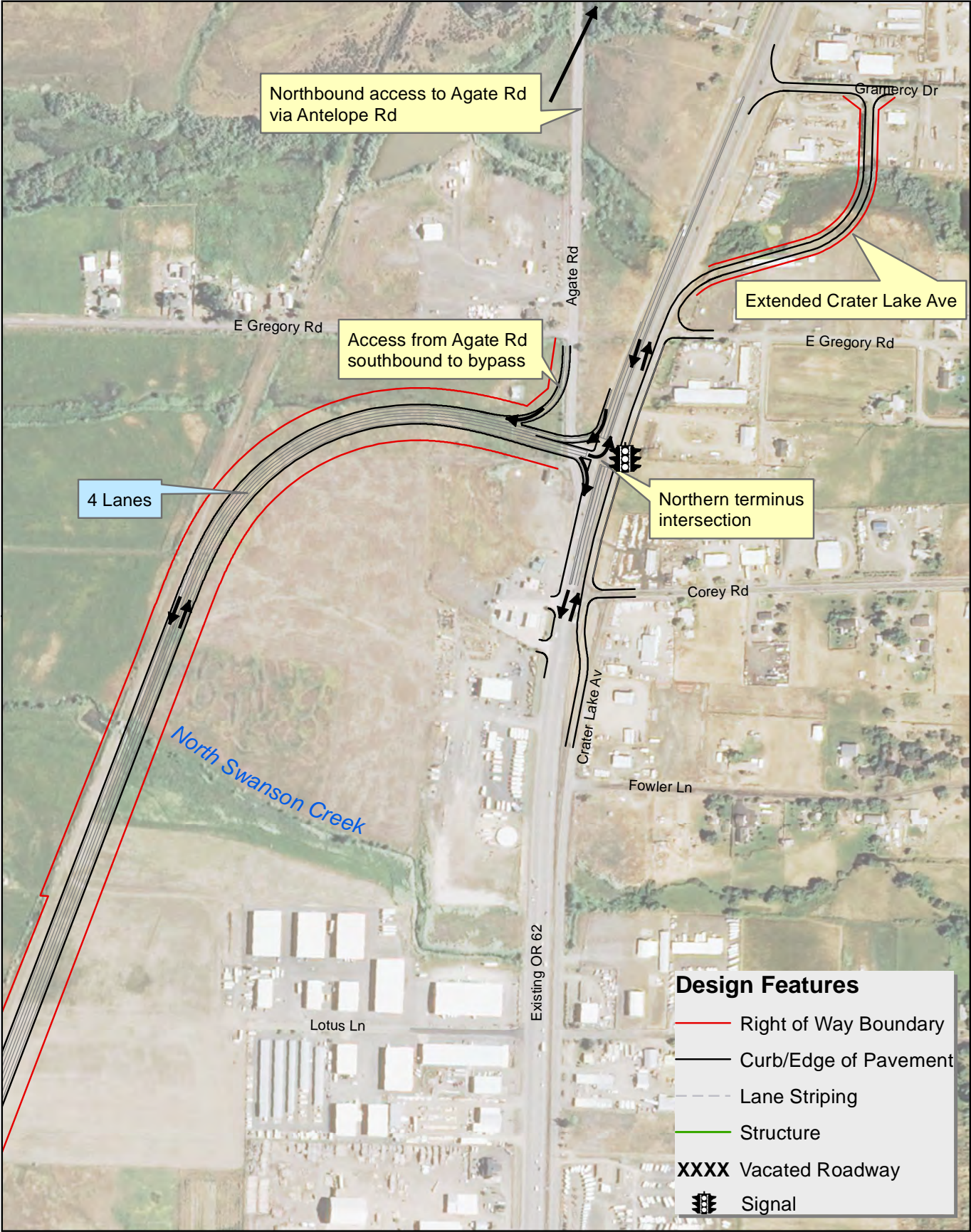
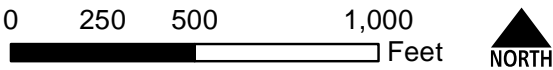


Figure ES-5: Sheet 6C FEIS of 6

OR 62 JTA Phase - Design Mapset

6C FEIS of 6

April 2013

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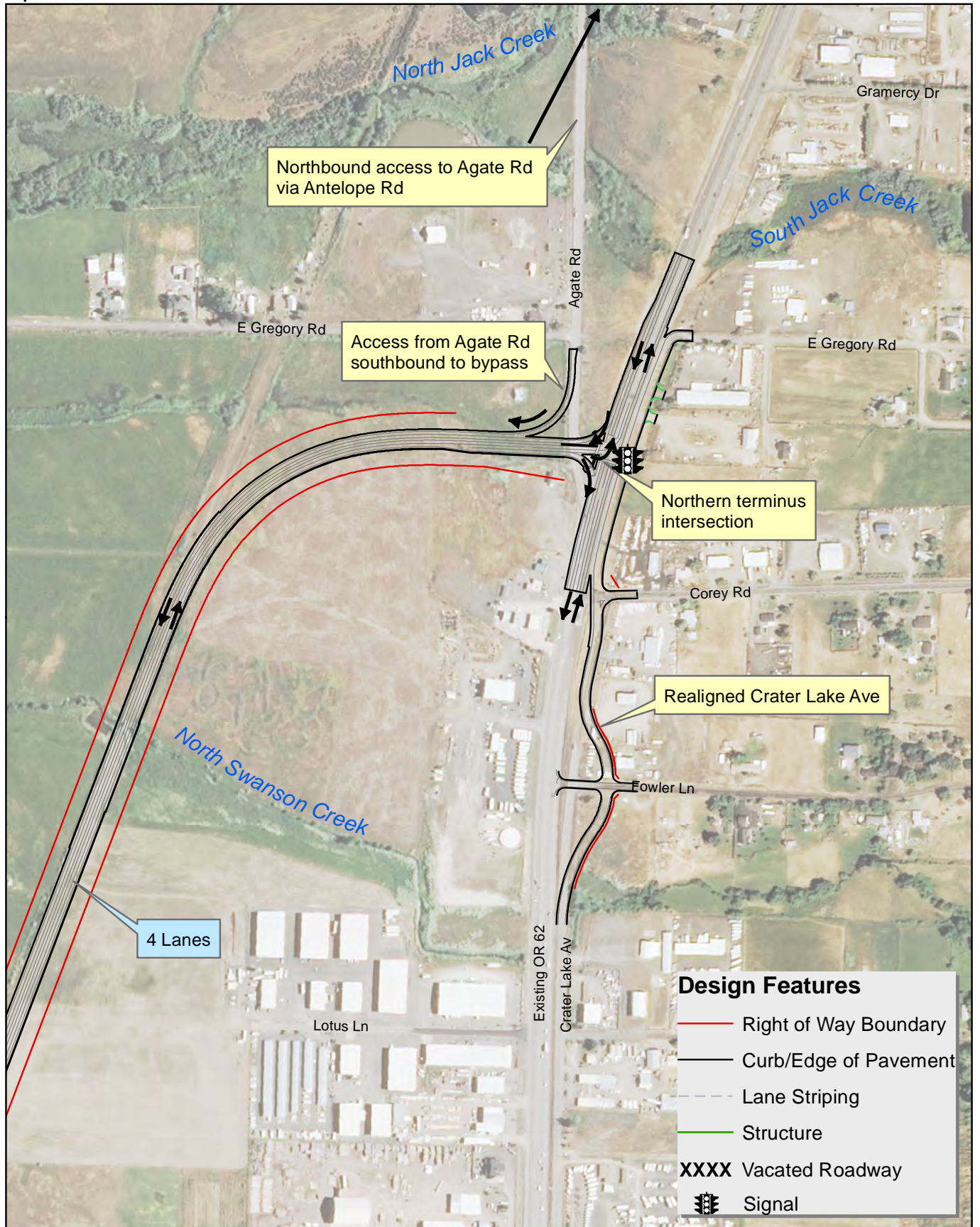
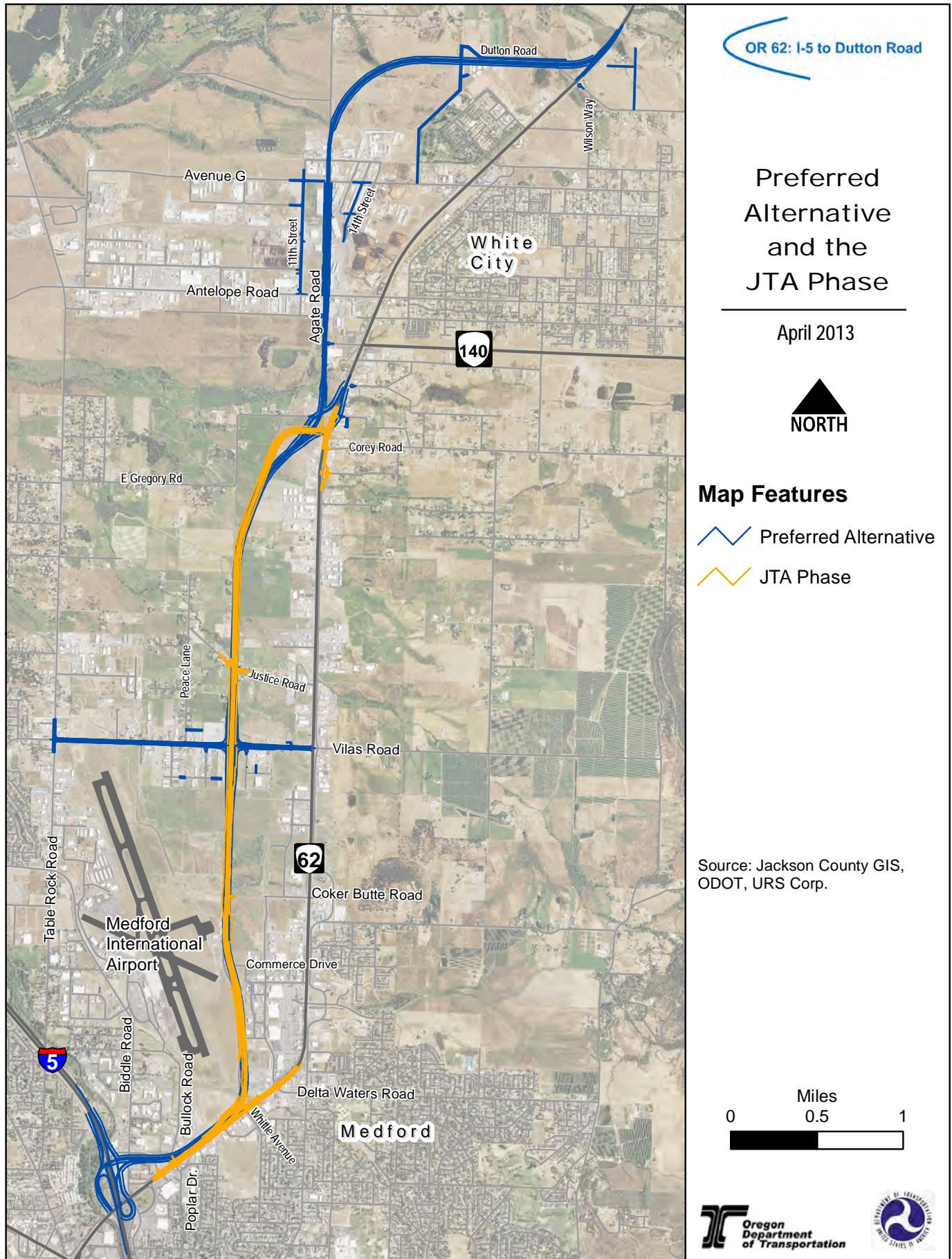


Figure ES-6 FEIS



What are the Major Potential Impacts of the Build Alternatives and JTA Phase?

The EIS describes a wide range of impacts, both positive and negative, the build alternatives and JTA phase would have. This summary includes the major impacts.

Impacts which would occur from either alternative and impacts which would occur from the JTA phase have been evaluated and are discussed in this document. Impacts that occur from implementing the JTA phase separately from constructing a full build alternative have also been evaluated. In cases where implementation of the JTA phase separately from construction of the full build alternative results in additional impacts, the full build alternative analysis described in this document assumes the greater impact associated with construction of the JTA phase, as it has been identified as the first construction phase.

If the SD Alternative was constructed in its entirety, without a JTA phase, there would be a reduction in impacts. Figure ES-6 FEIS shows the components of the JTA phase that would not be built. The reduced impacts would include:

- The local street improvements on the east side of OR 62 at the north terminus of the JTA would not occur. These include street improvements to Fowler Lane and the Crater Lake Avenue extension. This would result in a slight reduction of right-of-way impacts.
- The segment of the bypass near the north terminus of the JTA phase where it curves to intersect with existing OR 62 at a right angle would not be built. This would reduce right-of-way impacts and result in a slight reduction in non-vernal pool wetland impacts.
- Roadway improvements to existing OR 62 at the south terminus of the JTA would not occur. This would lead to a slight reduction in right-of-way impacts.

The total cost of the project would be an estimated \$20 million lower in 2014 dollars. This is the cost of the JTA phase components in the preceding three bullet items. This cost would be avoided if the full Preferred Alternative were built, without first building the JTA phase.

Transportation Benefits

The build alternatives would have the following major beneficial impacts.

- **Lower traffic volumes** on existing OR 62. The SD Alternative would reduce traffic by about one-quarter south of Delta Waters Road, by nearly two-thirds between Delta Waters Road and Corey Road, and by about one-half north of OR 140. The DI Alternative would reduce traffic volumes by similar amounts, except that it would reduce traffic on OR 62 south of Delta Waters Road by over one-third.
- The JTA phase would reduce traffic by about one-third south of Delta Waters Road and by over one-half between Delta Waters Road and Corey Road. The JTA phase would increase traffic on existing OR 62 between its intersections with the bypass and OR 140 by about one-fifth and have very little effect on traffic north of OR 140.
- **Reduced congestion on existing OR 62.** The SD Alternative would reduce the number of signalized intersections forecasted to fail to meet ODOT's mobility performance target in 2035 from ten to one, with only OR 62/140 not meeting mobility performance target. The DI Alternative would reduce the number of intersections that fail to meet the mobility target from ten to these two: OR 62/southbound ramp from I-5 and OR 62/OR 140.
- The JTA phase would initially reduce the number of intersections that fail to meet the mobility target to four: OR 62/southbound ramp from I-5, Poplar Drive/Bullock Road, OR 62/OR 140, and OR 62/Antelope Road. However, by 2035, all but one intersection would fail to meet the target, with the exception being OR 62/Avenue G.
- **Fewer lane, street, and driveway blockages.** In 2015, the SD Alternative would reduce the locations where traffic queues in a turn lane block an adjacent through lane or where traffic back-ups block driveways or local street intersections from 36 to 11 locations. By 2035, higher traffic volumes would increase the number of blockages under the No Build Alternative to 43; the SD Alternative would reduce the number of such locations from 43 to 25. The DI Alternative would reduce locations from 36 to seven in 2015 and from 43 to 12 in 2035.

- Because of changes in the roadway system resulting from amendment of the Rogue Valley RTP and changes in the design of the Preferred Alternative, the number of forecast blockages under the Preferred Alternatives in 2015 is 10, the number of forecast blockages under the No Build Alternative in 2035 is 45, and the number of forecast blockages under the Preferred Alternative in 2035 remains 25.
- The JTA phase would reduce the number of locations from 36 to 29 in 2015, but the number would be the same as under the No Build Alternative in 2035, i.e., 43.
- Because of changes in the roadway system resulting from amendment of the Rogue Valley RTP the number of forecast blockages under the JTA Phase in 2015 is 26, the number of forecast blockages in 2035 under the No Build Alternative is 45, and the number of forecast blockages under the JTA Phase in 2035 is 29.
- **A Hierarchy of Roadway Choices Near I-5.** Under both the build alternatives and JTA phase, the hierarchy of connections at the north and south termini would aid motorists in distinguishing between the route for through travel and route for local circulation and access.
- **Separation of Through and Local Trips.** The bypass would permit through trips to take the bypass, separating local trips from through trips. Local trips would use existing OR 62 instead of the new bypass.
- **Reduced Travel Times.** Travel times on the bypass under either build alternative and JTA phase would be lower than on existing OR 62 under the No Build Alternative. The SD Alternative would reduce travel time by 8 to 11 minutes (depending on direction), or 40 to 48 percent, in 2015 and 16 to 19 minutes, or 55 to 59 percent, in 2035. The DI Alternative would reduce travel time by 9 minutes, or 39 to 45 percent (depending on direction) in 2015 and by 16 to 17 minutes, or 50 to 59 percent, in 2035.
- Under the updated traffic analysis for the FEIS, the Preferred Alternative will reduce travel time by 7 to 14 minutes (depending on direction), or 37 to 54 percent, in 2015 and 15 to 17 minutes, or 54 to 57 percent, in 2035.
- The JTA phase would reduce travel time by 7 to 8 minutes, or 30 to 40 percent, in 2015 and by 9 to 10 minutes, or 28 to 34 percent, in 2035.
- Under the updated traffic analysis for the FEIS, the JTA phase will reduce travel time by 6 to 7 minutes, or 30 to 32 percent, in 2015 and by 5 to 10 minutes, or 17 to 34 percent, in 2035.
- **Reduced Crash Rates.** The build alternatives would reduce crash rates by diverting traffic onto the bypass. Limited-access highways have much lower crash rates than highways that are not access-controlled, like existing OR 62. The Oregon crash rate on fully access-controlled highways is three times lower than the crash rate on roadways which are not access controlled, 0.38 versus 1.22 per million vehicle-miles travelled. In addition, the lower traffic volumes on existing OR 62 would reduce crash rates by reducing congestion at intersections, providing larger gaps for traffic turning onto or from local streets and driveways, and reducing the number of intersections and driveways blocked by traffic queues. The DI Alternative may reduce crash rates more than the SD Alternative because the DI Alternative would reduce traffic volumes on existing OR 62 more than the SD Alternative reduces traffic volumes. This could occur in the southern part of existing OR 62, where the crash rate is highest, and fewer intersections would be blocked by traffic queues in the DI Alternative than under the SD Alternative.
- The JTA phase would also reduce crash rates on existing OR 62. Limited-access highways have much lower crash rates than highways that are not access-controlled. The JTA phase would reduce traffic volumes south of Delta Waters Road by about one third and by over one-half between Delta Waters Road and Corey Road. However, as described above, existing OR 62 would remain congested, though less than under the No Build Alternative, and, by 2035, the number of intersections that are blocked by queuing traffic under the JTA phase would be the same as under the No Build Alternative. The benefits of the JTA phase would be substantially lower than the benefits of the build alternatives.

Land Use Impacts

Where the bypass would cross land zoned Exclusive Farm Use (EFU), the build alternatives and JTA phase would directly convert the land to roadway use. In addition, in the area crossed by the design options, the build alternatives have the potential to indirectly convert farmland to nonfarm use by creating parcels of farmland that are isolated and may be too small for continued farming. The total direct and potential indirect conversion of EFU land under the build alternatives would be about 52 acres under Design Option A, 36 acres under Design Option B, and 33 acres under Design Option C.

Design Option C has been selected as part of the Preferred Alternative. Because of the removal of the Justice/Gregory connector road, the total direct and potential indirect conversion of EFU land to nonfarm use under the Preferred Alternative has been reduced by 2.8 acres, to a total of 30.2 acres.

The JTA phase would not extend into the EFU lands north of White City. The total direct and potential indirect conversion of EFU land to nonfarm use under the JTA phase would be about 37 acres under Design Option A, 21 acres under Design Option B, and 18 acres under Design Option C.

Because of the removal of the Justice/Gregory connector road, the total direct and potential indirect conversion of EFU land to nonfarm use under the JTA phase has been reduced by 2.8 acres, to a total of 15.2 acres.

In order to construct the build alternatives or the JTA phase, Jackson County would have to approve exceptions to the Statewide Planning Goals for agricultural lands (Goal 3), forest lands (Goal 4), public facilities and services (Goal 11), and urbanization (Goal 14) because the bypass crosses lands which are outside the Medford Urban Growth Boundary (UGB) and which the Jackson County Comprehensive Plan designates as "Agricultural" and "Forestry/Open Space." The bypass south of White City under the build alternatives and JTA phase would meet the requirements for Goal exceptions. However, the bypass through and north of White City under the build alternatives may or may not meet the requirements, when funding is identified in the future. The discussion under Major Unresolved Issues in the following section describes this in further detail.

Right-of-Way Impacts

The build alternatives and JTA phase would all require the acquisition of additional right-of-way. The DI and SD Alternatives would require between 248 and 269 acres of land and would impact from 224 to 274 land parcels depending upon the design option chosen. The SD Alternative would displace up to 51 businesses and up to 21 households. The DI Alternative would displace up to 57 businesses and up to 46 households. The JTA phase would require between 130 and 134 acres of land, impacting 76 to 85 land parcels. The JTA phase would displace up to 14 businesses and up to 12 households. In addition, both the build alternatives and the JTA phase would change the driveway access to many properties. Although most driveways would be replaced, there may be some landlocked parcels where it is not feasible to provide access. These parcels where access is not feasible would be acquired. These acquisitions due to landlocking are included in the impact estimates of acres and residential and business displacements. All impacted households and businesses would be treated fairly and consistently and would receive compensation and relocation assistance, as required under the Uniform Act.

Due to the design refinements that have occurred since the DEIS was published, the Preferred Alternative will require approximately 242 acres of land and will impact 219 parcels. The Preferred Alternative will displace 34 businesses and 18 households. The JTA phase will require approximately 106 acres of land and will impact 58 parcels. The JTA phase will displace five businesses and four households.

Environmental Justice Impacts

At 14 locations that are adjacent to the alignments of the build alternatives and JTA phase or close enough to the alignments that their residents may be subject to adverse impacts, the percentage of the population that are minorities is higher than in Jackson County as a whole. At some of these locations, the percentage of the population that is low-income may also be higher than in Jackson County as a whole. However, the build alternatives would not cause disproportionately high and adverse effects on any minority or low-income populations, in accordance with the provisions of E.O. 12898, US DOT Order 5610.2(a) and FHWA Order 6640.23A:

- Minority and low-income areas would receive similar levels of benefits from the build alternatives (e.g., reduced congestion, reduced traffic volumes on local streets, improved roadway safety, etc.) that other areas would receive.
- Neither the build alternatives nor the JTA phase would cause more displacements of minority or low-income households than of other households.
- Neither the build alternatives nor the JTA phase would cause noise impacts to be predominantly borne by minority or low-income residents.

Parks and Recreational Areas

The SD Alternative would use approximately 1.29 acres of land owned by the City of Medford and purchased with LWCF grants in the vicinity of the Bear Creek Greenway. This land is subject to Section 6(f) of the Land and Water Conservation Fund Act of 1965. Section 6(f) would require replacement of the land. Neither the DI Alternative nor the JTA phase would have this Section 6(f) impact.

In a comment on the DEIS, the National Park Service pointed out that its records indicate that two additional parcels of land, not identified in the DEIS, on the east side of I-5 are subject to Section 6(f). ODOT and Jackson County records show no Section 6(f) protection for these parcels, so the DEIS did not identify these parcels as Section 6(f) lands. ODOT will continue to work with NPS and the OPRD to resolve the status of these parcels. This resolution will occur as part of final design and property acquisition. If these two parcels are determined to be encumbered by Section 6(f), then ODOT will replace 1.6 acres of 6(f) converted land, rather than the 1.3 acres identified in the DEIS.

Under the SD Alternative, portions of the split diamond interchange associated with that alternative would displace some short segments of the Bear Creek Greenway path, a resource protected by Section 4(f) of the Department of Transportation Act.

ODOT would realign the Greenway path to ensure that the recreational activities on the Bear Creek Greenway are not adversely affected. The total use of the Section 4(f) resource is approximately 0.1 acres. The SD Alternative would also add new bridges over the Greenway path on either side of the existing I-5 bridges over the Greenway path and Bear Creek. These bridges would completely span the Greenway path and would not constitute a Section 4(f) use. During project construction, the Greenway path would be subject to short-term temporary closures when necessary. The times and durations of these closures would be minimized to the greatest extent possible. Closure schedules would be coordinated with the City of Medford and Greenway representatives, and would be advertised to the public in advance. Because recreational opportunities would still exist on the Greenway path, these closures would not constitute a Section 4(f) use. In all, the SD Alternative's impacts to the Bear Creek Greenway would be minor and would not adversely affect the activities, features, and attributes of that resource.

The SD Alternative would use approximately 0.15 acres of the planned Midway Park. Because the SD Alternative's impacts to the planned Midway Park would be minor and would not adversely affect the activities, features, and attributes of that resource, this use would not constitute a Section 4(f) use, but would be considered through the proposed Section 4(f) *de minimis* finding.

Pending the receipt of public and agency comment, FHWA will consider making Section 4(f) *de minimis* findings for the impacts to the Bear Creek Greenway recreational resource and the planned Midway Park. The JTA phase, like the DI Alternative, is located east of the Bear Creek Greenway and would not impact the Bear Creek Greenway or the planned Midway Park.

No comments were received that specifically addressed the Section 4(f) *de minimis* findings. The Department of the Interior did comment on the impact to the Bear Creek Greenway, but these are considered project-wide comments and not comments on the Section 4(f) *de minimis* findings. FHWA has completed the Section 4(f) *de minimis* determinations for the Bear Creek Greenway and the planned Midway Park. These findings are included in Appendix E.

Wildlife Areas

Under both the DI and SD Alternatives, the bypass would be located on the Agate Road right-of-way on the west side of the Denman Wildlife Area. Although neither alternative would require any land in the Denman Wildlife Area for roadway use, the displacement of Agate Road would require closing an existing Denman parking lot on the west side of Agate Road. To mitigate for this parking lot closure, ODOT would build a new parking lot off of 11th Street and provide directional signage to guide visitors to the new parking lot. ODOT would also restore the site of the existing parking lot for wildlife habitat. There would be no net loss of habitat and the new parking lot would provide similar access to the ponds and hunting areas in the eastern portion of the Denman Wildlife Area. The Denman Wildlife Area is protected by Section 4(f) of the Department of Transportation Act. Pending the receipt of public and agency comment, FHWA will consider making a Section 4(f) *de minimis* finding for the Denman Wildlife Area. The northern terminus of the JTA phase is south of the Denman Wildlife Area. As a result, the JTA phase would not impact this resource.

No comments were received that specifically addressed the Section 4(f) *de minimis* findings. The Rogue Valley Audubon Society did comment on the impact to the Denman Wildlife Area, but these are considered project-wide comments and not comments on the Section 4(f) *de minimis* findings. FHWA has completed the Section 4(f) *de minimis* determination for the Denman Wildlife Area. This finding is included in Appendix E.

Cultural Resources

There are two historic resources near the project: the Camp White Station Hospital (now the Veterans Administration Southern Oregon Rehabilitation Center and Clinics located at 8495 OR 62), and a privately-owned farmstead called the Cingcade Complex located at 60 West Dutton Road. The Oregon State Historic Preservation Office concurred that there would be no historic properties adversely affected by the build alternatives. The SD and DI Alternatives would both require the use of up to 4.9 acres of land associated with the Cingcade Complex. Because this use would not adversely affect the Cingcade Complex and because the amount of land required for the project is relatively small, FHWA completed a Section 4(f) *de minimis* finding for the Cingcade Complex on December 16, 2011. No archaeological resources were found within the project area. The northern terminus of the JTA phase is south of both the Camp White Station Hospital and the Cingcade Complex. As a result, the JTA phase would not impact either resource.

Water, Hydrology, and Storm Water

The build alternatives and JTA phase would impact surface water bodies through the addition of impervious surface and new and replacement stream crossings. The addition of impervious surface would cause water quality and quantity impacts to receiving water bodies. As Table ES-1 shows, the SD Alternative with Design Option C would add the most net new impervious surface, although the level of impacts would be the same regardless of the build alternative and design option selected. The JTA phase would also impact water quality and quantity, as

shown in Table ES-2. Under both the build alternatives and JTA phase, ODOT would mitigate impacts on water quantity and quality using storm water detention and treatment facilities.

The design refinements for the Preferred Alternative have resulted in a reduction of 13 acres of net new impervious surface, for a total of 95.6 acres, and a reduction of 13.6 acres with the JTA phase, for a total of 42.9 acres, as shown in Table ES-1.

Table ES-1 Impervious Surface Area, Build Alternatives (acres)

	SD Alternative			DI Alternative		
	Design Option			Design Option		
	A	B	C (Preferred Alternative)	A	B	C
Net New Impervious Surface	107.8	106.5	108.6 95.6	106.1	104.7	106.9
Total Impervious Surface	222.8	221.4	223.6 210.5	221.2	219.8	222.0

Table ES-2 Impervious Surface Area, JTA Phase (acres)

	Design Option		
	A	B	C (Preferred Alternative)
Net New Impervious Surface	56.6	55.0	56.5 42.9
Total Impervious Surface	171.7	170.1	171.6 158.0

New and replacement stream crossings would be constructed under both build alternatives and the JTA phase to meet Oregon Department of Fish and Wildlife's Fish Passage requirements. The culverts used for these crossings would cause some localized increases in flood elevations downstream, but would lower flood elevations upstream. The increases in flood elevations are expected to be small and not noticeable.

As a result of the design refinements for the Preferred Alternative, there will be four fewer new stream crossings and one fewer replacement stream crossings with either the Preferred Alternative or the JTA phase. The Preferred Alternative will result in a total of ten new stream crossings and nine replacement stream crossings. The JTA phase will result in a total of three new stream crossings and three replacement crossings.

Vernal Pools and Other Wetlands

The build alternatives and JTA phase would impact vernal pool wetlands and other wetlands. Vernal pool wetlands are a rare and unique type of wetland and have special importance because they host one animal, vernal pool fairy shrimp, and two plant species, Cook's lomatium and large-flowered woolly meadowfoam, listed as threatened under the federal Endangered Species Act (ESA). Impacts on these species are discussed below. Table ES-3 summarizes the wetland displacements under the build alternatives, including vernal pool wetlands. Table ES-4 does the same for the JTA phase.

Since the DEIS was published, additional vernal pools have been delineated on the Wilson property, located immediately north of Whetstone Creek, increasing the acreage of high quality wetlands and vernal pools in this area. The design refinements that have occurred since the DEIS was published have resulted in a reduction of impacts to wetlands with the Preferred Alternative. The combination of these changes has resulted in a net reduction in total wetland impacts for the

Preferred Alternative, but a net increase in impacts to high quality and vernal pool wetlands. The JTA phase will not impact the newly delineated vernal pools on the Wilson property. Therefore, impacts to all wetlands and vernal pools with the JTA phase are reduced. Tables ES-3 and ES-4 summarize the changes for the Preferred Alternative and the JTA phase.

If a build alternative is selected, ODOT would mitigate wetland impacts by purchasing,

Table ES-3 Displaced Wetlands and Vernal Pools, Build Alternatives

Wetland Quality	SD Alternative			DI Alternative		
	Design Option A	Design Option B	Design Option C (Preferred Alternative)	Design Option A	Design Option B	Design Option C
Low	15.6	14.5	16.5	15.6	14.5	16.5
Medium	3.6	3.2	4.1 3.6	3.1	2.7	3.6
High	2.9	2.6	2.7 2.9	2.9	2.6	2.7
Vernal Pools ¹	3.2	2.6	3.2 3.4	3.2	2.6	3.2
Total ²	22.1	20.3	23.3 23.0	21.6	19.8	22.8

Notes:

¹Vernal Pool wetlands are a subset of medium or high quality wetlands

²Numbers may not appear to add up to the shown total due to rounding. The total is a sum of low, medium, and high quality wetlands.

Table ES-4 Displaced Wetlands and Vernal Pools, JTA Phase (acres)

Wetland Quality	Design Option		
	A	B	C (Preferred Alternative)
Low	10.5	9.7	11.4
Medium	1.8	1.6	2.4 1.9
High	0.7	0.6	0.6 0.3
Vernal Pools ¹	1.0	0.6	1.1 0.8
Total Impact ²	13.0	11.8	14.3 13.6

Notes:

¹Vernal Pool wetlands are a subset of medium or high quality wetlands

²Numbers may not appear to add up to the shown total due to rounding. The total is a sum of low, medium, and high quality wetlands.

preserving, and restoring vernal pool wetlands at a site located near the project area approved by the regulatory agencies charged with protecting wetlands. ODOT has developed an 80-acre wetland mitigation and conservation bank that is approved for ESA-related purposes, such as vernal pool wetlands. ODOT is in the process of acquiring additional sites containing degraded wetlands to improve and use for additional wetland mitigation.

To mitigate the impacts of the JTA phase, ODOT will implement the Compensatory Wetland Mitigation (CWM) Plan for JTA phase of the OR 62: I-5 to Dutton Road project (ODOT 2012). The CWM Plan calls for preserving, restoring and enhancing 63 acres of Vernal Pool Complex (VPC) on the 116-acre Kincaid Property Mitigation Site (KPMS). To mitigate additional wetland impacts from remaining phases of the Preferred Alternative, ODOT will implement a similar CWM plan, which ODOT will formulate in advance of construction of the remaining phases.

Threatened & Endangered Species

The build alternatives and JTA phase would impact vernal pool fairy shrimp, listed as threatened under the ESA, by displacing fairy shrimp habitat. The amount of vernal pool habitat displaced varies by the three design options, as Table ES-5 shows. As with wetland impacts, ODOT would mitigate the impacts by preserving and restoring vernal pool habitat at a site located near the project area approved by the regulatory agencies charged with protecting threatened species and wetlands. Table ES-4 shows the acreage of vernal pools the JTA phase design options would impact. While the JTA phase would not impact any vernal pools designated as fairy shrimp critical habitat, regardless of design option, the build alternatives would have impacts shown in Table ES-5. Indirect impacts to vernal pool fairy shrimp would include habitat fragmentation, introduction of invasive species/noxious weeds, pollution from storm water runoff, and modification to vernal pool hydrology.

The additional vernal pools on the Wilson property and the reduction in vernal pool impacts resulting from the design changes have resulted in a net reduction of impact to vernal pool habitat of 0.4 acres, as shown in Table ES-5.

The methodology used to calculate impacts to vernal pool fairy shrimp designated critical habitat was modified by the USFWS in March 2013. The original methodology for calculating direct impacts to critical habitat looked only at areas where the project boundaries overlapped the critical habitat polygons. Under the revised methodology, direct impacts are considered only for impacts where the project boundaries overlap delineated vernal pool wetlands that occur within critical habitat polygons. Consequently, the impact values have decreased from those reported in the DEIS. Under the revised assessment methodology, there are no anticipated direct impacts to vernal pool fairy shrimp critical habitat from the preferred alternative. This change is shown in Table ES-5

Table ES-5 Displaced Vernal Pool Fairy Shrimp Habitat, Build Alternatives (acres)

	SD Alternative			DI Alternative		
	Design Option A	Design Option B	Design Option C (Preferred Alternative)	Design Option A	Design Option B	Design Option C
Vernal Pools ¹	5.3	4.8	5.5 5.1	5.3	4.8	5.5
Vernal Pool Fairy Shrimp Designated Critical Habitat ²	7.0	7.0	7.0 0.0	7.0	7.0	7.0

Notes:

¹ The methods used to calculate impacts were established by the USFWS in a Programmatic Biological Opinion for the U.S. Army Corps of Engineers to assess impacts on vernal pool-associated listed species, and are described in detail in the Terrestrial Resources Technical Report. This method is different than the method used to calculate wetland impacts, so the numbers differ from Table ES-3.

² Acreage of designated critical habitat for vernal pool fairy shrimp impacts as reported. The acreages include local streets and other developed areas because of the scale at which the designated critical habitat was designated. Therefore, the acreages are considered to be highly conservative.

The build alternatives and JTA phase would impact two plant species listed as endangered under the ESA, Cook's lomatium and large-flowered woolly meadowfoam. The direct impacts of the build alternatives would be the same, regardless of design option. The Build Alternatives would displace 5.1 acres of designated critical habitat for Cook's lomatium and one individual plant. The Build Alternatives would displace 13.7 acres of designated critical habitat for large-flowered woolly meadowfoam and up to approximately 260 individual plants. Indirect impacts to Cook's lomatium and large-flowered woolly meadowfoam could result from vernal pool habitat alteration (fragmentation, introduction of invasive species, storm water runoff, and hydrology modifications) since these plant species grow in and around vernal pools.

The JTA phase would directly impact 5.1 acres of designated critical habitat for Cook's lomatium and one individual plant. The JTA phase would not impact any designated critical habitat for large-flowered woolly meadowfoam but would impact up to nine individual plants, depending on design option selected.

The project would improve fish passage at all replacement crossings, because up to 12 non-

fish passable culverts would be replaced with fish-passable culverts. During construction, the build alternatives and JTA phase would directly impact a run of coho salmon which is listed as threatened under the ESA.

Under the SD Alternative, these short-term construction impacts could potentially include underwater noise, toxic spills, fish removal, and pollution from storm water. The DI Alternative and JTA phase could potentially include impacts to coho salmon from toxic spills and pollution from storm water, but the other short-term construction impacts would not occur since they would not involve construction in Bear Creek. Biological Assessments were sent to the National Marine Fisheries Service on December 21, 2010 and to USFWS on December 22, 2011.

ODOT would mitigate for the direct and indirect impacts on vernal pool fairy shrimp, the two plant species, and coho salmon through a riparian restoration project along Little Butte Creek and purchasing and protecting a vernal pool wetland site, both located near the project area.

Noise Impacts

The build alternatives and JTA phase would have noise impacts. Table ES-6 lists the number of impacted properties under each alternative and design option. A property is considered to experience a noise impact when a project causes peak-hour traffic noise levels to reach 65 dBA, increase by 10 dBA, or both. Examples of noise levels between 60 and 70 dBA are heavy traffic from 300 feet away, normal speech from 3 feet away, and a commercial area. Under the build alternatives, all of the impacted properties are single-family residences, except for one motel and one office building. Under the JTA phase, all of the impacted properties are single-family residences, except for one motel.

ODOT policy is to build noise barriers to mitigate noise impacts, if doing so would be feasible and cost-effective. ODOT evaluated noise barriers at 13 locations to mitigate the noise impacts at the properties in Table ES-6. While the analysis found noise barriers to be feasible at nine of the locations, it found that cost would be disproportionately high at all nine locations, compared to the noise abatement effect. Therefore, the noise impacts would not be mitigated.

Table ES-6 Number of Properties Impacted by Project Traffic Noise

SD Alternative			DI Alternative			JTA Phase		
A	B	C	A	B	C	A	B	C
13	13	19	14	14	20	11	12	21

Major Unresolved Issues

The only major unresolved issues involve Statewide Planning Goal exceptions. The JTA phase meets the criteria for the required Goal exceptions. To be built today, Statewide Planning Goal exceptions also would be necessary for the extension of the bypass north from the JTA phase through White City to the northern terminus interchange with existing OR 62. Because of the proposed incorporation of White City as a city, one unresolved issue is whether Goal exceptions would be needed in the future, when funding to complete the build alternatives becomes available. A second unresolved issue is whether the extension would be able to meet the criteria for Goal exceptions in the future, if White City does not incorporate as a city.

Prior to proceeding with implementation of the phase of the Preferred Alternative that includes the interchange with I 5, ODOT will need to identify replacement property it will provide to replace approximately 1.3 to 1.6 acres of land associated with the Bear Creek Greenway that received Land and Water Conservation Funds. ODOT will work with the NPS and OPRD to finalize identification of which parcels were acquired and/or developed with LWCA funds during final design and property acquisition negotiations of the phase that would convert those properties.

Anticipated Permits and Approvals

Table ES-7 lists needed permits and approvals by Build Alternatives and by JTA Phase.

Table ES-7 Permits and Approvals Outstanding

Agency	Permit or Approval	Build Alternatives	JTA Phase
Federal Aviation Administration	Form 7470: Airspace Analysis of NAVAIDS	Y	Y
Federal Highway Administration	Section 4(f) <i>de minimis</i> finding for Denman Wildlife Refuge	Y	N
Federal Highway Administration	Section 4(f) <i>de minimis</i> finding for Bear Creek Greenway, only if the SD alternative is selected	Y	N
Federal Highway Administration	Section 4(f) <i>de minimis</i> finding for proposed Midway Park, only if the SD alternative is selected	Y	N
National Marine Fisheries Service	Section 7 Consultation for threatened and endangered species	Y	Y
National Marine Fisheries Service	Magnuson-Stevens Fishery Conservation and Management Act	Y	Y
National Park Service	Approval of conversion of Bear Creek Greenway land under the Preferred Alternative, pursuant to Section 6(f) of the Land Water and Conservation Act	Y	N
United States Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States	Y	Y
United States Fish and Wildlife Service	Section 7 Consultation for threatened and endangered species, review and comment on 404 permit	Y	Y
Oregon Department of Environmental Quality	Section 402 National Pollutant Discharge Elimination System (NPDES) Water Discharge Permit	Y	Y
Oregon Department of Environmental Quality	Section 404 Permit review	Y	Y
Oregon Department of Environmental Quality	Section 401 Water Quality Certification	Y	Y
Oregon Department of Environmental Quality	Septic System Permit	Y	Y
Oregon Department of Environmental Quality	Asbestos-containing building materials and Section 401 Hazardous Material issues	Y	Y
Oregon Department of Environmental Quality	Site preparation permits for grading, erosion, blasting, and air and noise emissions	Y	Y
Oregon Department of Fish and Wildlife	Oregon Fish Passage Rule	Y	Y
Oregon Department of State Lands	Removal-Fill Permit or General Authorization	Y	Y
Oregon Department of State Lands	Pre-Construction Assessment Permit for in-water work (with U.S. Army Corps of Engineers)	Y	Y
Oregon Department of State Lands	Wetland Delineation Concurrence	Y	Y
Oregon Department of State Lands	Short-Term Access Agreement	Y	N
Oregon Department of Transportation	Addition of the OR 62 bypass to the Oregon Highway Plan	Y	Y
Oregon Department of Transportation	Exceptions to Highway Design Manual standards that would not be met	Y	Y
Oregon Department of Transportation	Permit for relocation of utility lines in a state road right-of-way	Y	Y
State Historic Preservation Office	Section 106 project-wide finding	Y	Y
Oregon Parks and Recreation Department	Approval of conversion of Bear Creek Greenway land under the Preferred Alternative, pursuant to Section 6(f) of the Land Water and Conservation Act	Y	N
Jackson County	Floodplain Development Permit	Y	Y
Jackson County	Section 6(f) conversion for impacts on the Bear Creek Greenway	Y	Y
Jackson County	Bridge and stream crossings: compliance with Section 7.1.2, Floodplain Overlay of the Jackson County Land Development Ordinance	Y	Y
Jackson County	Transportation System Plan amendments and Statewide Planning Goal exceptions	Y	Y
Jackson County	Building permit	Y	Y
Jackson County	Consider protecting the regional and statewide mobility function of the new bypass through their comprehensive plan, transportation system plan, and implementing ordinances	Y	N

Table ES-7 Permits and Approvals Outstanding Ctd.

Agency	Permit or Approval	Build Alternatives	JTA Phase
Jackson County	Consider developing ordinances that provide for local street connectivity in the vicinity of the bypass facilities, including provisions for parallel streets and limits on interrupted street networks which cause reliance on the bypass facility for local trips.	Y	N
City of Medford	Building permit	Y	Y
City of Medford	Section 6(f) Land Conversion, only if the SD alternative is selected	Y	N
City of Medford	Consider protecting the regional and statewide mobility function of the new bypass through their comprehensive plan, transportation system plan, and implementing ordinances	Y	N
City of Medford	Consider developing ordinances that provide for local street connectivity in the vicinity of the bypass facilities, including provisions for parallel streets and limits on interrupted street networks which cause reliance on the bypass facility for local trips.	Y	N
Utilities	Easements	Y	Y

Avoidance, Minimization, and/or Mitigation Commitments Incorporated into the Preferred Alternative

Avoidance, minimization, and mitigation commitments incorporated into the Preferred Alternative may be found in the ROD and in each subsection in Chapter 3.

Public and Agency Coordination

ODOT makes public and agency involvement a priority for every project, not only because some involvement is required by regulation, but also because better projects are built through collaboration. This collaboration has taken many forms. Collaboration and coordination will continue throughout the NEPA process and through final design and construction, if a build alternative is selected for implementation.

The project team has engaged the public and met with elected officials and local, state, and federal agencies at key project milestones to obtain input and to inform and educate stakeholders about the project.

ODOT and FHWA coordination has included:

- Public involvement
- Advisory committees
- SAFETEA-LU Section 6002 coordination
- Agency involvement through the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS)
- An Environmental Justice outreach program
- **Agency notification of the intent to issue a joint FEIS and ROD**

Opportunities for public and agency involvement have included open houses, comment forms, inserts in the local newspaper, press releases, agency field trips, meetings, workshops, newsletters, and a project website: http://www.oregon.gov/ODOT/HWY/REGION3/hwy62_index.shtml.

EIS Organization

The EIS is organized into the following chapters.

Chapter 1 describes the proposed project's setting, the project's Purpose and Need, and the project's Goal and Objectives.

Chapter 2 describes alternatives considered but dismissed, all alternatives considered in this document including the no-build, and design options and the process used to develop the options.

Chapter 3 is divided into sections for all the resource areas addressed by the DEIS. Each section describes regulatory requirements, the affected environment, direct and indirect consequences of the build alternatives and JTA phase, and potential mitigation measures.

Chapter 4 describes potential cumulative impacts.

Chapter 5 discusses the tradeoffs between short-term uses of environmental resources and long-term benefits from the proposed project.

Chapter 6 discusses irreversible and irretrievable commitment of resources.

Chapter 7 describes the public and agency involvement process for the DEIS.

Chapter 7 of the FEIS also includes all public and agency comments received on the DEIS and responses to those comments.

Chapter 8 lists the people who prepared the EIS.

Chapter 9 lists the agencies and organizations that are being provided copies of the EIS.

ODOT'S Recommended Alternative

In response to public comment received prior to the publication of the DEIS, as well as a preliminary evaluation of impacts, ODOT is recommending a build alternative. ODOT evaluated options that best met the Purpose and Need of the project and concluded that the SD Alternative with Design Option C is the Recommended Alternative. ODOT plans to build the JTA phase with Design Option C. Additional detail on ODOT's Recommended Alternative is in Chapter 2. ODOT believes that the SD alternative with Design Option C, best satisfies the successful project elements embodied in the Purpose and Need statement and the project's goals and objectives.

How Will the Preferred Alternative be Selected?

Before release of the FEIS, ODOT and FHWA will identify a Preferred Alternative for the proposed project. The identification will take place after the public comment period on the DEIS closes. In addition to comments received on the DEIS, ODOT and FHWA will review project impacts and project cost before identifying a Preferred Alternative. The FEIS will include a description of the Preferred Alternative and a discussion on why it was identified as the Preferred Alternative. The FEIS will also include a summary of the public and agency comments on the DEIS, responses to substantive comments, and the decision-making process for selecting the Preferred Alternative. The project's Record of Decision will announce the selected alternative.

Why was the SD Alternative with Design Option C Identified as the Preferred Alternative?

Based on the DEIS and comments from the public and local, state, and Federal agencies, ODOT and FHWA have identified the SD Alternative with Design Option C as the Preferred Alternative. The Preferred Alternative performs better and achieves the Project Purpose and Need better than the DI Alternative and the No Build Alternative. In addition to performing better, the Preferred Alternative has lower impacts to some natural and built environment resources. The differences in impacts between the alternatives and design options are described in greater detail in Chapters 3 and 4. Although there are some cases where the Preferred Alternative has greater impacts to specific natural or built environment resources, the difference in those impact levels is not great enough to substantially outweigh the benefits of the Preferred Alternative.

This section first explains the rationale for identifying the SD Alternative versus the No Build and DI Alternatives, then explains the rationale for identifying Design Option C versus Design Option A or Design Option B.

The reasons described below for the identification of the SD Alternative with Design Option C as the Preferred Alternative rely on the numerical comparisons in Tables 2-10 to 2-15, which are from the DEIS. They do not rely on the numerical comparisons in Chapter 3 of this FEIS, because the SD Alternative with Design Option C was identified as the Preferred Alternative based on the contents of the DEIS. In addition, the numerical comparisons in Chapter 3 of this FEIS reflect changes to the impacts of the SD Alternative and Design Option C due to refinements to the designs subsequent to the publication of the DEIS. Such refinements have not been made to the DI Alternative or Design Options A or B since they were not selected as the Preferred Alternative.

Rationale for Identification of the SD Alternative as the Preferred Alternative

FHWA and ODOT have identified the SD Alternative as the Preferred Alternative for the following reasons.

1. The No Build Alternative does not meet the Project Purpose and Need, and, for the reasons described below, the SD Alternative achieves three of the four Project Purpose and Need criteria better than the DI Alternative: deficient roadway system hierarchy/linkage, intersection operations and corridor congestion, and safety. The SD Alternative and DI Alternative perform equivalently for the fourth need criterion, non-motorized transportation modes.
 - **Deficient Roadway System Hierarchy/Linkage.** The SD Alternative better meets the need for a roadway system hierarchy because it separates local and through traffic for the entire length of the bypass, while the DI Alternative mixes local and through traffic in the vicinity of the southern terminus of the bypass.
 - **Intersection Operations and Corridor Congestion.** The SD Alternative will improve intersection operations and reduce corridor congestion more than the DI Alternative or the No Build Alternative.
 - **Safety.** Both build alternatives would improve traffic safety compared to the No Build Alternative by diverting traffic from existing OR 62 onto the bypass and by reducing congestion at intersections, providing larger gaps for traffic turning onto or from local streets and driveways, and reducing the number of intersections and driveways blocked by traffic queues. Section 3.1.3.2 of the DEIS said that the DI Alternative may increase safety more than the SD Alternative, due to the fact that the DI Alternative would divert more traffic onto the bypass than the SD Alternative, and fewer instances of queuing blockages at existing OR 62 intersections over the entire length of the corridor are forecasted under the DI Alternative (18 vs. 25 in 2035). However, further analysis indicates that traffic volumes on existing OR 62 at the I-5 Interchange

and immediately north of it are forecast to be much higher under the DI Alternative than under the SD Alternative (66,100 vs. 60,700 between the southbound and northbound I-5 ramps; and 70,500 vs. 51,500 between the northbound I-5 ramps and Poplar Drive in 2035). This is where crash rates are now the highest. In addition, one queuing blockage is forecast at the interchange in 2015 under the DI Alternative and two are forecast in 2035; no queuing blockages in the interchange area are forecast under the SD Alternative in either year. Fewer queuing blockage and lower traffic volumes often correlate to lower crash rates.

2. The SD Alternative will avoid the severe reductions in connections to and from commercial land uses near the southern terminus that would occur under the DI Alternative.
3. In some cases, the SD Alternative would have lesser impacts to a number of natural and built environment resources than the DI Alternative. These include fewer residential and commercial displacements, fewer changes to existing driveways, and shorter northbound travel times. Although there are some cases where the SD Alternative would have greater impacts than the DI Alternative, the difference in impact levels is relatively minor and ODOT will mitigate for many of those impacts.

Rationale for Identification of Design Option C as Part of the Preferred Alternative

FHWA and ODOT have identified Design Option C as part of the Preferred Alternative based on a comparison of impacts. Design Options A, B, and C would be the same in achieving the elements of the Project Purpose and Need listed above. The three Design Options have different impacts to different resources and no single option minimizes all impacts to all resources. In identifying Design Option C as part of the Preferred Alternative, FHWA and ODOT weighed the benefits of Design Option C's lesser impacts to certain resources against Design Option C's greater impacts to other resources and concluded that Design Option C is the most appealing for the following reasons.

- The number of acres of EFU land impacted by Design Option C directly and indirectly will be lower than under either Design Option A or B and these impacts cannot be mitigated
- Design Option C will impact less riparian habitat than Design Options A or B
- Design Option C will cause fewer commercial displacements than Design Option B.

The impacts of Design Options A, B, and C not mentioned here are similar.

Why Was the SD Alternative with Design Option C Identified as the Environmentally Preferred Alternative?

The reasons listed below for the identification of the SD Alternative and Design Option C as the environmentally preferred alternative rely on the numerical comparisons in Tables 2-10 to 2-15, which are from the DEIS. They do not rely on the updated numerical comparisons in Chapter 3 of this FEIS, because the SD Alternative with Design Option C was identified as the environmentally preferred alternative based on the contents of the DEIS. The numerical comparisons in Chapter 3 of this FEIS reflect changes to the estimation of impacts of the SD Alternative and Design Option C from refinements to the design of the SD Alternative and Design Option C. Such refinements have not been made to the DI Alternative or Design Options A or B, since they were not selected as the preferred alternative.

Rationale for Identification of the SD Alternative as the Environmentally Preferred Alternative

The SD Alternative is the environmentally preferred alternative because the following benefits outweigh the greater impacts of the SD Alternative on the Bear Creek Greenway and the SD Alternative's two crossings of Bear Creek:

- its lower commercial displacements compared to the DI Alternative (40 vs. 46),
- its lower residential displacements compared to the DI Alternative (21 vs. 46), and
- its avoidance of the business impacts due to the reductions in connections to and from commercial land uses near the southern terminus that would occur under the DI Alternative.

The use of Bear Creek Greenway land for the SD Alternative will be small in scale and committed mitigation provided will likely improve the existing conditions of the Bear Creek Greenway trail. While the SD Alternative will have visual impacts on the Bear Creek Greenway, the visual quality of the affected area is already heavily impacted by its close proximity to I-5. Impacts from the crossings of Bear Creek will be minimized and mitigated by the requirements of the Biological Opinion issued by the National Marine Fisheries Service.

The greater economic and social disruptions caused by the higher commercial and residential displacements and reductions in connections to commercial uses near the southern terminus under the DI Alternative are considered to be substantially more severe than the impacts of the SD Alternative on the Bear Creek Greenway and Bear Creek. Impacts of the SD and DI Alternatives not described in this paragraph are similar.

Rationale for Identification of Design Option C as Part of the Environmentally Preferred Alternative

The rationale for the identification of Design Option C as part of the environmentally preferred alternative is the same as the rationale for the identification of Design Option C as part of the Preferred Alternative, as stated above.

How Can I Comment on the DEIS?

One of the primary purposes of preparing an EIS is to provide the public and agencies information on which to base comments regarding a proposed project. Comments are requested on the entire DEIS.

The publication of the FEIS and ROD concludes the NEPA process. Comment is no longer being invited.

To submit comments on the DEIS and proposed Section 4(f) *de minimis* findings for the use of the Denman Wildlife Area, the Bear Creek Greenway and the proposed Midway Park, you can visit the project website at http://www.oregon.gov/ODOT/HWY/REGION3/hwy62_index.shtml before the close of the comment period as noted on the cover of this document or;

Agencies and the public may send written and e-mail comments to:

Anna Henson
Oregon Department of Transportation
ODOT Region 3
100 Antelope Road
White City, OR 97503
Anna.HENSON@odot.state.or.us

Comments may also be given at the public hearing advertised on the cover of this document, during the public comment period for the DEIS. Following the close of the public comment period, ODOT and FHWA will review, consider, and address all substantive comments. Responses to substantive comments will be provided in the FEIS.

The publication of the FEIS and ROD concludes the NEPA process. Comment is no longer being invited. Comments received on the DEIS and responses to those comments are included in Chapter 7.